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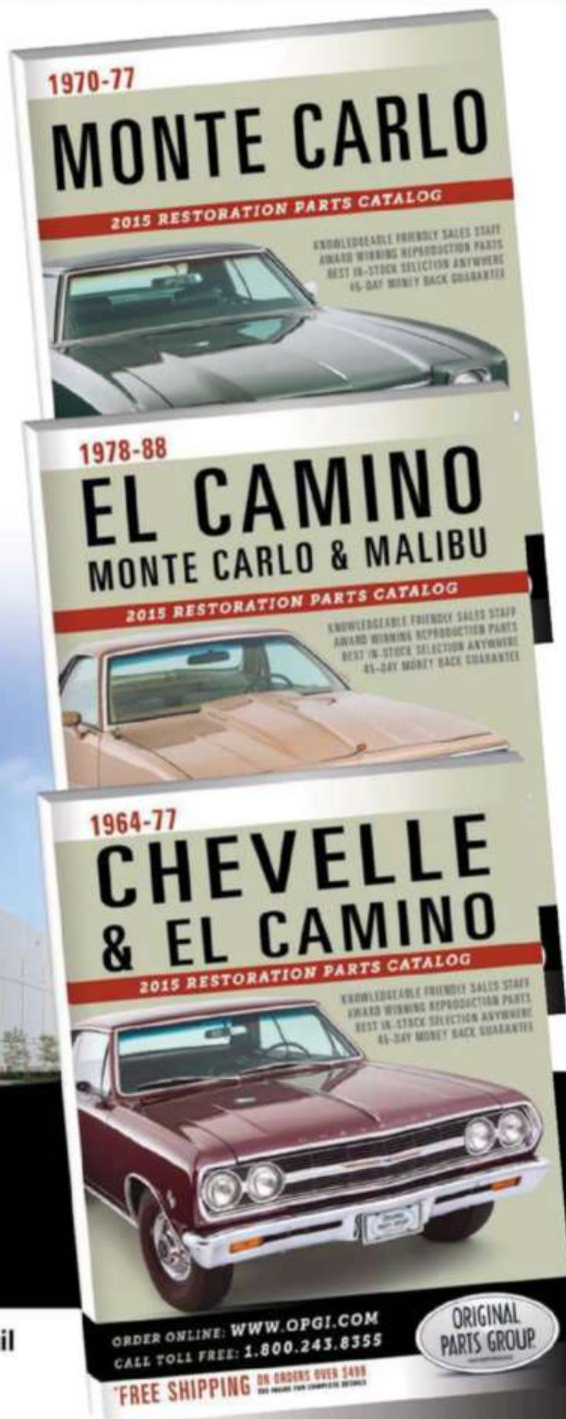
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WHERE HAVE ALL THE CAR GUYS GONE?

THERE WAS A TIME WHEN PEOPLE WERE ENCOURAGED TO WORK ON THEIR OWN CARS. THAT'S WHAT DAD DID. THAT'S WHAT GRANDDAD DID. AND, AS RITE OF PASSAGE, THAT'S WHAT YOU DID.

Sure, not everyone was swapping cams, adding carbs, or tweaking timing curves – those folks have always been a special breed – but there was a genuinely accepted – call it socially responsible, even – level of automotive understanding that was expected. The ability to put air in a tire, read a dipstick; or, dare I say, change your own oil are becoming mechanical rituals fewer and fewer people possess the daring to attempt. It blows my mind how many people I've met that don't own a sub-12-piece socket set.

Is it laziness, or the intimidation factor of technology in late-model vehicles, maybe? Who can say for sure? But one thing I know is that this lack of entrepreneurial DIY-ism exists on both sides of the consumer/retailer spectrum.

I had this epiphany while attempting a brake job on my younger sister's daily driver. I had installed new rotors at the last brake interval and so I knew there should be enough meat left to have them turned, at least once. I headed over to the nearest automotive chain store (one of the few that still turns rotors) to get the job done.

The guy behind the parts counter took one look at them and told me they were bad. Two thoughts flashed through my head: This guy has micrometers for eyes, or he is full of you know what – though, in my head, I didn't censor that last bit.

"How can you be sure?" I asked.

"They have a lip on them" he replied.

"Yeah, that's why I'd like them turned ..."

Several more minutes of useless conversation later, not only was the guy unable to produce a working set of calipers, he clearly would have had no idea how to use them. I left and begrudgingly restarted the process at another store.

The worst part of this story is that this was not an isolated incident. It is the battle I undertake, in some way, shape, or form every time I work on a car. I absolutely dread having rotors turned. Without fail, what should be a black and white conversation involving one simple measurement and some third-grade math, inevitably transpires into me having to coerce someone to do a job ... that I am paying them to do!

Ten years ago, small machine jobs like this were completely commonplace. And, the notion of tossing a pair of rotors in the



trash that still had life left in them was an absurd waste of money.

Is this sort of behavior on the part of the retailer leading to less people working on their own cars? You'll have to pry the wrench out of my cold dead hands one day, but I can honestly empathize with people who are just tired of the hassle of dealing with clueless parts retailers or arguing about something so comical as having a rotor measured before deeming it bad. Are some of these customers so frustrated by the process that they would rather fork over cash and pass off the hassle than work on their own ride?

Seriously, who hasn't walked into a parts store and been flabbergasted by how clueless the kid at the counter was about cars? In full disclosure: not all that long ago, I was that kid. BUT – and this is a very important distinction – I was under the supervision of several extremely knowledgeable managers that not only made sure the customer walked away with a solution to their automotive malady, but also shepherded me through the best education on cars any kid could have hoped for.

Nowadays, it seems the role of the knowledgeable employee is being quietly phased out of parts stores across the county. That, is sad. 📷

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CONTRIBUTING EDITORS Joe Bidwell
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Stephen Kim
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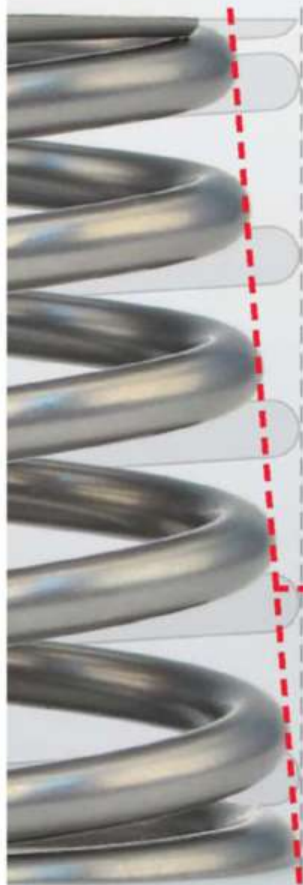
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HEADS OR TALES: WERE THESE HEADS FROM JAMES GARNER'S 1968 L88 CORVETTE?



Nostalgia is all about memories and provenance is all about being able to prove if those memories are real, or just foggy recollections of how someone thought something was. A case in point is the pair of L88 heads my friend Stewart Van Dyne has had gathering dust under the workbench in his cleanroom since the mid-'80s. Notice that I said "cleanroom," and the truth of it is the heads aren't really all that dusty, it's just that gathering dust is a writer's way to create the perception that a considerable amount of time has passed.

Perhaps the most storied Corvettes in Corvette racing history are the three Le Mans Blue 1968 L88 COPO Corvette convertibles campaigned by the late actor James Garner's team, American International Racing, at Daytona in 1968. It was my recollection of those L88 heads stored under Stew Van Dyne's workbench along with a recent article in *Vette* magazine about the number 44 AIR Corvette that sparked my interest. You see, the L88 engines in those AIR Corvettes were blueprinted by Traco and 1968 was the year my friend Stew started working at Traco. My imagination went wild as I hauled buns to Van Dyne Engineering in neighboring Huntington Beach, California, to verify if indeed Stewart's L88 heads were from one of James Garner's L88 Corvettes.



Stewart's L88 heads hadn't even reached the benchtop before he said his heads weren't related to the AIR Corvettes. It was the summer of 1968 that Stewart started working at Traco, and the AIR Corvettes were already gone. The first giveaway was they lacked a Traco stamp, but cinching it was Stewart knew the heads' history going back to new. Stew was rounding up parts to build a nasty big-block for his '74 C10 and thought about the heads languishing at his friend Ray Bates' shop in Costa Mesa, California, for some time.

Ray explained the heads weren't his, but he'd call the owner to see if he wanted to sell. The L88 heads belonged to Sig Erson, Sig bought the heads new from Chevrolet, ported them out, and

then diverted to another project.

Stewart and Sig worked out a deal, Stew brought them home to his shop and then forsook the heads to attend to customer needs.

In 1976, Stewart left Traco to work for Drake Engineering, and then departed Drake in 1986. In 1987, Stewart opened the doors to Van Dyne Engineering in Huntington Beach, and that's where Sig's L88 heads have remained. With the assortment of superior aluminum cylinder heads available in the aftermarket today, it's not likely Stew will ever use these heads for a contemporary build. So if you're someone with a need for vintage, never-run 3904392 L88 heads with an April 5, 1967, casting date give Van Dyne Engineering a call. 📞

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Chevy CAMARO HIGH-TECH Vette CHEVY 360

Editors' Pick

Scott Parker Apr 11, 2014

First Look: 2015 Corvette Z06 Convertible

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IT'S EASY TO DAYDREAM about stumbling upon some rare car, sitting idly and untouched by time in a secluded hideaway — the idea of a barn find is just plain exciting. But some of these treasure troves of automotive archeology don't come in the form of a car, but instead in a collection of vintage parts. Our friends over at Ausley's Chevelle Parts just hit the mother lode of new old stock (N.O.S.) caches. Roger Ausley, the company's owner just purchased what is likely in the tens of thousands of brand-new Chevy parts that have been hidden away for years — many still in their original packaging.

"I knew this guy back in the late '70s," said Ausley. "He was an anesthesiologist and he would buy out old Chevrolet dealership's new old stock inventory. He was doing it back in the day when they would just about give it to you to get rid of it. He went as far as Hawaii and Puerto Rico to get parts."

When the collector passed away, Ausley was given an opportunity to purchase the vast collection of Bow Tie booty.

"His wife decided she was just going to liquidate the stuff and I was contacted because they wanted to sell the whole business and the whole collection of everything. At my age, I didn't want to spend that kind of money and start another business, but I said I would come up and look at it anyway.



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What Ausley saw when he arrived would have knocked the wind out of your average car guy. Parts were stacked helter-skelter, floor-to-ceiling all across the massive building.

"The place was an old chicken processing plant so it was probably 25,000 square feet, not to mention there were tractor-trailers sitting outside slammed full of sheetmetal, gas tanks, and just unbelievable amounts of stuff," said Ausley. "It was like being in a picker's paradise." I made the deal to buy all of the Chevelle stuff."

And so began the daunting task of bringing the mountainous hoard of N.O.S. parts back home.

"In the first load, I got five and a half pairs of '55 Chevrolet fenders, three pairs of '57 fenders, and three pairs of '56s," said Ausley. "I got 51 fenders total, then I filled my truck up with grilles. I

probably brought back 25 N.O.S. grilles with me."

Another trip filled up a box truck and a trailer. A third trip, again, filled a box truck, trailer, and, this time, an additional 44-foot trailer. Still not done moving parts, it took yet another round with the box truck to finish off the migration of N.O.S. materials.

"It is just unbelievable the amount of stuff I've got," said Ausley. "I ended up with over 500 N.O.S. floor mats and 125 grilles! A lot of these parts have just never been available [in reproduction form]. "I've even got a 1969 AM/FM radio and a '69 Chevelle 396 375hp tachometer new in the box.

Because there was an absolutely astronomical amount of parts, Ausley concentrated on the Chevelle wares, though he did end up with quite a few parts for Novas/Chevy IIs,





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Corvairs, Monte Carlos, and several other models. The brunt of the Impala parts hoard, which Ausley said was even larger than the Chevelle collection, went to Hubbard's Impala Parts.

As you read this, Ausley and his crew are still sorting through the mountains of parts they brought back to headquarters, trying to make sense of everything they found and determine the best way to disseminate it back into the culture of automotive restorers. The photos provided by Ausley's team, which we've organized into a gallery at superchevy.com, show the true vastness of this discovery. What an amazing find and a tremendous windfall for Bow Tie restorers of all tiers. 📷



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Sport Rear Seat

Released at the SEMA show this past November, TMI Products new Rear Sport Seat made it's debut. Utilizing the factory original seat frame, this new product can be configured with or without the waterfall center console. The Kit includes the new foam, upholstery and optional center console or foam for a one piece look. Pattern availability include Sport II, Sport R, and Sport XR. Color choices are what you desire. So for the custom show car look. Choose TMI Products.



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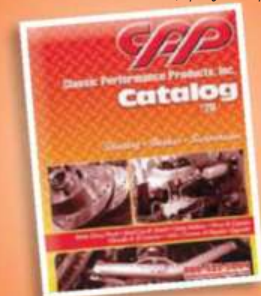
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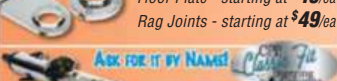
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REACH FOR

A RARE OPTION AND A LOT OF ELBOW GREASE MAKE THIS NOVA UNIQUE



by Evan Perkins photos by Jorge Nunez

In the bevy of special editions, packages, and trim levels that rolled off assembly lines in the glory days of muscle, it's easy for one of these unique automobiles to slip quietly under the radar.

The upside of this is the allure of owning something unique without breaking the bank. With this in mind, David Whitmer, who was not content to restore something "ordinary," spent several months searching for just such

a car. What he found was a 1972 Nova equipped with the Sky Roof option. And, after a little smooth-talking he trailered the car home for the paltry sum of \$650.

"Nova" and "rare" are two words that generally don't sync for most hot

THE SKY

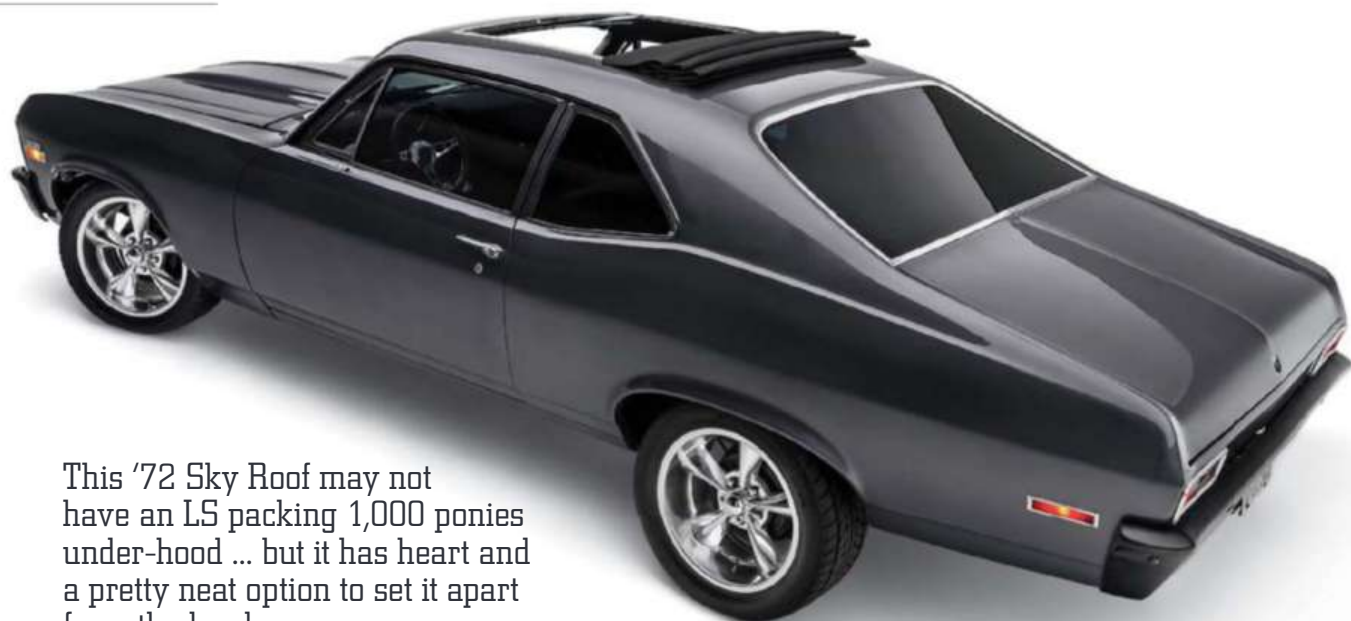


rodders. How can a car be rare when Chevrolet cranked them out like clockwork for 20 years; actually, longer if you count the front-wheel-drive models — we don't. Sure, a Sky Roof Nova still sports a tried-and-true small-block

V-8 and wears standard, Chevy-issue sheetmetal, but it is the 40x40-inch hole in the roof that makes it special. No, David didn't put it there. Chevy did.

It was in 1972 that Chevrolet first began offering the Sky Roof option for

Novas — basically a ragtop sunroof — as a more affordable alternative to producing a convertible model, which was never offered on the second-generation Nova. That year, 6,822 customers decided to go topless — so



This '72 Sky Roof may not have an LS packing 1,000 ponies under-hood ... but it has heart and a pretty neat option to set it apart from the herd.

to speak. In 1973, that sales number decreased to 3,259 vehicles, meaning just over 10,000 of these cars were ever produced. Doesn't that qualify as rare? We think so.

While the Sky Roof option is great for cruising, especially around David's native sunny-Southern-California home, it's even better at letting in rust-creating moisture. Over the life of the car the canvas top did a fantastically terrible job of keeping water and steel from becoming overly intimate. The sheetmetal that had to be replaced was extensive to say the least — both inside and outside the

car. Both door bottoms, both rear fenders, the driver and passenger floors, the dashboard, an A-pillar, and the material surrounding the sky roof all had to go.

With the amount of rot that occurred on this California car, the Sky Roof population in the wetter, colder states can't exactly be thriving; making this Nova one of few, becoming fewer.

Whitmer took on the project knowing full well what it would take to get the car back on the road and completed to his high standards. It's hard not to admire the level of perseverance and commitment it took to tackle a car

most would have reserved for scrap or, best-case, a shell fit for cannibalization. But, David saw something in his rusty Nova that others didn't.

"I must have spent near a \$1,000 on primer cans, constantly switching between grey and black to find all of the high spots," said Whitmer. "Man, it took forever to get it ready for paint." During the time he was whittling away at the rust and other copious body imperfections, he was still driving the car to and from work. At the time, it was his only means of transportation. "I'd drive the car to work during the week and sand it



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| • 1964-65 Chevelle | • Monte Carlo |
| • 1966 (late)-67 Chevelle | • 1982-87 |
| • 1968 Chevelle | • Monte Carlo |
| • 1969 Chevelle | • 1962-65 Nova (Chevy II) |
| • 1970-72 Chevelle | • 1966-67 Nova |
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and weld on it on the weekends," said Whitmer.

Finally, once the exhaustive bodywork was finished, David and his dad sprayed the car in their garage in Magnetic Gray metalflake paint.

"There was a huge learning curve painting," said David, who had never painted a car before the Nova. "I ran out of paint halfway through spraying

the car, and by the time I was able to get another gallon mixed up, the flash time had passed. I had to re-suff the whole car and start over."

After the paint dried and cured, another large block of time was spent lovingly cutting and polishing up the fresh paint. The resulting fit and finish is unfitting of a first-time spray job. The panels are glass-smooth; undoubtedly

a result of Whitmer's meticulous attention to detail and the aforementioned estimate of \$1,000 in black and grey primer cans.

With the paintwork finished, it was time to take care of the smoky, oil-thirsty time bomb of a small-block that was still David's only means of conveyance. A quick rebuild kit, complete with 10:1-compression, 0.040-



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over pistons from Summit Racing and a bore and hone job from Brothers Machine Shop in Ontario, California, helped David get the car back on the road as quick as possible — like, less-than-one-week quick.

"I called on every friend with an outstanding IOU for rides to work that week," said Whitmer. "If my parts hadn't gotten here on time, or there was trouble at the machine shop, I don't know what I would have done."

The 355ci small-block Chevy is topped by a pair of old-school camel-hump heads with 2.02/1.60 valves and breathes through a swap-meet-scored Edelbrock intake. A split-pattern,

flat-tappet camshaft from the local speed shop works the factory push-rods and stamped-steel rockers. An Edelbrock carburetor and mechanical pump handle fuel delivery, while spent fumes are expelled through a set of Hedman headers and are hushed by a Craigslist-sourced Flowmaster system. While the engine was apart, Whitmer sent the TH350 transmission out for a quick rebuild that included a shift kit.

In the mad rush to reassemble the engine in time for work, the need for reliable transportation overshadowed the desire for obscene horsepower and speed parts were kept to a budget-friendly minimum.

However, a Silverado pickup has since entered into Whitmer's life and, with the extra set of wheels, plans for a more aggressive engine are likely to follow suit.

Under the car reside stock rear suspension components, which have been cleaned, painted, and fitted with new bushings as needed. The Nova has drum brakes at all four corners, which have been rebuilt and converted to power assist. Filling the fenders are 17-inch polished aluminum Streeter wheels from Showwheels.

In our automotive world of over-the-top builds and spaceship grade horsepower numbers, it is refreshing to see a car built out of real passion, a desire to learn, and on a truly affordable budget. This '72 Sky Roof may not have an LS packing 1,000 ponies under-hood or expensive Pro Touring wheels and suspension, but it has heart and a pretty neat option to set it apart from the herd.

"I have less than \$5,000 in the car, and the coolest part of the experience has been spending time with my dad and working in the garage together," said Whitmer. "Everything I know, I learned from him, and the best part is people still don't believe we painted it ourselves! I really couldn't be happier with the way things turned out."

And why shouldn't he be happy? The car sounds great, looks even better, and the rubber plastered on the fenders indicates Whitmer's humble 350 is doing the job just fine. 📷



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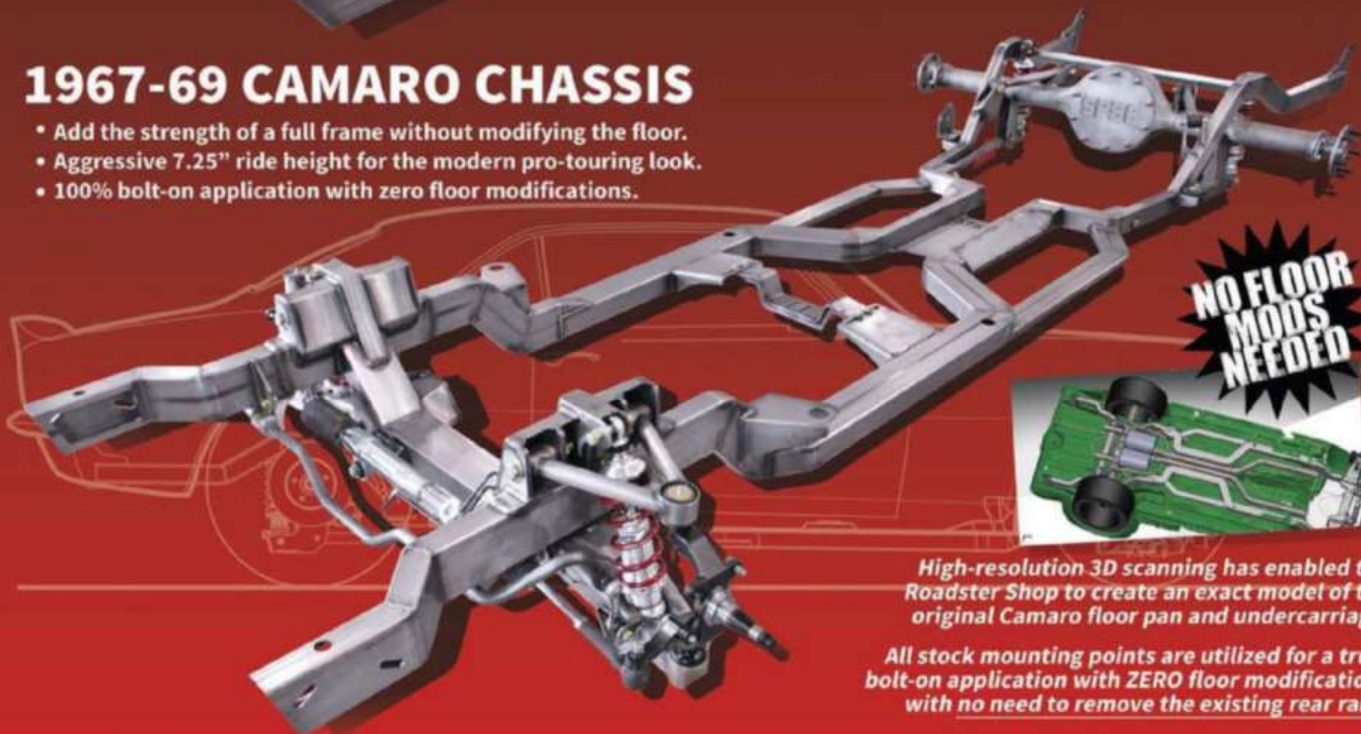
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AN ONLINE MATCH



GREG AND TAMMY MILLER'S '55 CHEVY IS THE DEAL—AND STEAL—OF A LIFETIME

Joe Bidwell Grant Cox

An evening filled with bad TV and his wife's iPad, turned into a road trip to North Carolina for Gulfport, Mississippi's Greg Miller to pick up this stunning Butternut Yellow/White 1955 Chevy 210 – the couple's dream car. But before we get ahead of ourselves, let's take a step back to 2008 when the pair first started looking for a '55 convertible but was

unable to find one in their price range. Instead, a 1970 K5 Blazer picked up from Utah arrived in the garage in its place, but Greg never stopped dreaming about the Tri-Five.

"We bought the Blazer online for Tammy, and when we got it home, we worked on it off and on for four years before it got pushed off to the side," says Miller. "By the time we got it to

that point, we had replaced every body panel on the truck and it still wasn't where we wanted it to be."

Miller is a longtime show promoter and businessman. He and Tammy, along with their business partners, put on the Scrapin' The Coast show in Biloxi, Mississippi, and the SIKNIK show in Gonzales, Louisiana, each year, and the duo have another hot rod – Greg's 1952



AN ONLINE MATCH



Chevy 3100 five-window slammed pickup – in the garage at home.

Life gets in the way of hot rod dreams sometimes, and Miller spent the next year or so looking at the dust accumulate on the Blazer before that fateful night with the iPad and an unexpected eBay search.

"I wasn't even looking for a car. Tammy was watching TV and I had no interest in the show she was watching, so I picked up her iPad and started browsing eBay. I had the bright idea to start looking for '55s again, and as soon as I





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saw this car, my jaw dropped and I knew we had to have it," he says. "The following Monday a friend and I piled into the car and drove to North Carolina to pick it up — the car is really Tammy's."

And no self-respecting hot-rodder buys a car and leaves it alone, do they? Despite paying a healthy sum for the '55 from a seller that was down on his luck, Miller had immediate plans to update much of the car as soon as he got it home.

"The car has a great foundation — every panel is in great shape with zero rust anywhere, but the interior was an ugly original green color that didn't go well with the Butternut Yellow paint scheme," says Miller.

He dug deep into the couch cushions and enlisted Terry Mathis at Gulf Coast Trim & Upholstery in Pascagoula, Mississippi, to revamp the car's seating positions with a blend of complementary yellow leather and tan suede material, then re-covered the floor in a custom carpeting. The custom center console was covered in the same yellow leather. Chuck Rowland stand-alone front seats are part of the mix as well, and a host of billet parts — door handles, window cranks, lock knobs, vent trim, and more — complete the look.



Other interior upgrades include a Billet Specialties steering wheel, painted dash complete with billet inserts, and a Dakota Digital VHX gauge pack. A Kenwood stereo blasts the killer tunes through Diamond Audio amplifiers and speakers.

The 115-inch-wheelbase car rests on the factory frame, but it has been notched by Chad Jesse at Illicit Customs to allow the ladder-bar-suspend-

ed, Moser-axle-equipped 9-inch Ford rearend housing to tuck up nicely. Although the car had an air-ride system installed when he picked it up, Miller ditched that kit and put in an AccuAir system with Slam Specialties 'bags and sensors at all four wheels to ensure the car sits level when he flicks the switch.

A quartet of Billet Specialties SLG05 wheels sit underneath — 20x9 in the front and 22x10 in the rear — housing

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massive 245/35/20 and 265/35/22 Nitto tires. And no set of big wheels come correct without a set of big brakes; the '55 wears a full set of polished Wilwood calipers and drilled rotors to slow down the leadsled from speed. Steering is controlled through an ididit column and Classic Performance Products steering box.

Currently under the hood is a 350 Chevy that's been done up with finned billet valve covers, an Edelbrock carb and intake manifold, modern HEI ignition with Taylor spark plug wires, and dual Flowmaster mufflers pulling the exhaust through a set of Hedman headers. The power runs through

a Turbo 350 trans back to the 9-inch. A 106-amp chrome alternator keeps the electricity flowing, while an electric fan and Griffin radiator keep the engine cool.

Miller says that's about to change, though; when we spoke with him on the phone he was in the middle of pulling the car apart yet again to outfit it with an LS2 engine and 4L65E over-drive transmission from a 2006 GTO. "The truck also has LS power, and I wanted to modernize this car also," he explains.

To simplify the process, he dialed up Mark Campbell at Street & Performance in Mena, Arkansas, to pick up all of the

goodies necessary to transplant the LS2 into the older chassis; from the proper transmission crossmember to the stand-alone fuel injection computer and harness, Street & Performance was able to supply it all.

"Mark was real helpful; once I told him what I was trying to do he started rattling off all of the parts and pieces I was going to need to complete the swap — those guys are the experts in this stuff. Of course, it could be that I was \$15,000 lighter at the end of our phone call," he laughs.

Another upgrade planned is the Vintage Air air-conditioning system — if you've ever been in Gulfport in the summertime, you know the weather alternates between humid and more humid, making this a necessary upgrade.

By the time the project is complete, Miller estimates that he and Tammy will have \$75-80,000 invested into the project; he says it appraises for six figures already, and that's with the current 350 engine and Turbo 350 transmission in the car.

So, you're wondering what happened to the forlorn, forgotten Blazer. Miller says it was sold off, and he and Tammy haven't looked back since. With a ride like this currently occupying space in the garage — and their hearts — can you blame them? 



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TAKING SHAPE

WOODY'S '55 GIVEAWAY CAR GOES FROM METAL TO MAGNIFICENT



When we last left you, the Golden Star Auto giveaway 1955 Chevy, built by Woody's Hot Rodz, looked very little like any Tri-Five you've ever seen. The car, which will be awarded to one lucky soul at the inaugural Danchuk Tri-Five Nationals presented by Super Chevy and produced by Woody's Hot Rodz, in Bowling Green, Kentucky, has come a long way in just a few short months.

For anyone unfamiliar with the project, or those in need of a quick refresher, the car is based on a stock '55 Chevy chassis, upgraded with a Woody's Hot Rodz Weld-In X Member and Rear Shock Crossmember. It is suspended on Woody's tubular control arms, features Viking adjustable shocks and stock rear leaf springs. A Chevrolet 350ci, 195-horsepower crate engine, topped with a Holley intake manifold and carburetor provide the go, and a Phoenix Transmission Products-built 700-R4 deliver power to the refreshed original differential with 3.55 gears.

After the last installment, the crew had completed a solid and thoroughly modernized foundation of suspension and powertrain for the car. It was now time to get to work on one of their reproduction bodies to set on top of the rolling chassis. We caught up with the guys to observe how a stack of non-discreet stamped-steel body pieces take shape into

an official, Chevrolet-licensed 1955 Chevy body. The recipe seems pretty simple: quality parts, modern construction processes, and talented hands. While that may be a gross oversimplification of the process, the crew at Woody's makes it look that easy.

You've heard the expression "built from the ground up." Well, Woody's approaches a body build in the same way – it all starts with a freshly stamped floorpan. That pan is bolted onto an original frame. That frame has been straightened and corrected to tolerances much tighter than could have ever been achieved on a 1950s GM assembly line.

Next, the firewall and front cowl are welded into place. Anyone that

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has spent time working on a factory Tri-Five body will recall that it is the result of hundreds of spot welds, linking together the panels. Even though Woody's builds bodies in much the same way as Fisher originally did, they use modern MIG and TIG welding equipment to fasten panels together.

Sure, they could spot weld panels together for the sake of period correctness, but manufacturing technology has improved hundredfold since the last '55 Chevy rolled off the assembly line. And, having a rigid, durable chassis is much more important than period correctness in this instance.

"A lot of technology has been improved in the last 60 years," said Woody's owner Chris Sondles. "Just because a vehicle was built a certain way in the 1950s doesn't mean that is the best way to construct it now. Any welder will tell you a MIG weld is much stronger than a spot weld."

Modern welding practices are also applied to body gaps that Chevrolet would have originally filled with lead. Every one of these joints is welded and metal finished, which adds overall strength and provides for a joint that will not crack paint due to flex.

With the floor, firewall, and upper/lower cowl pieces stitch-welded into place, the doors can then be installed on the body.

"In a restoration process, you would be fitting the doors to the quarter-panels," said Sondles. "What we do, because we have the luxury, is we build the car around the doors. We build the cowl, mount the doors to the cowl, then we can set our rocker panels, our inner/outer quarter-panels, and our roof based on the doors."

This order of operations allows Woody's to get tighter panel gaps all around the door seams.

"You used to have to make your door fit the car," added Sondles. "That's like trying to make a square peg fit a round hole. What we do is we start with the peg and make the hole fit the peg."

After the doors are on the car, the quarter-panels, rockers, roof structure, and roof all follow suit and Tri-Five lines begin to emerge from

what was once a stack of panels.

Each panel is slightly different than desired so as the body goes together, trimming and fitting is needed to achieve the desired fit and finish.

"Just because a panel was stamped in the same press doesn't mean it's the same," said Sondles. "Every body is handcrafted and every panel is hand fit."

To ensure that the body is spot on, Woody's uses original GM components to verify everything is placed correctly. Components such as glass, moldings, and bezels fill the role of go/no-go gauges, making sure that when a customer receives a body, all of their original parts fit perfectly.

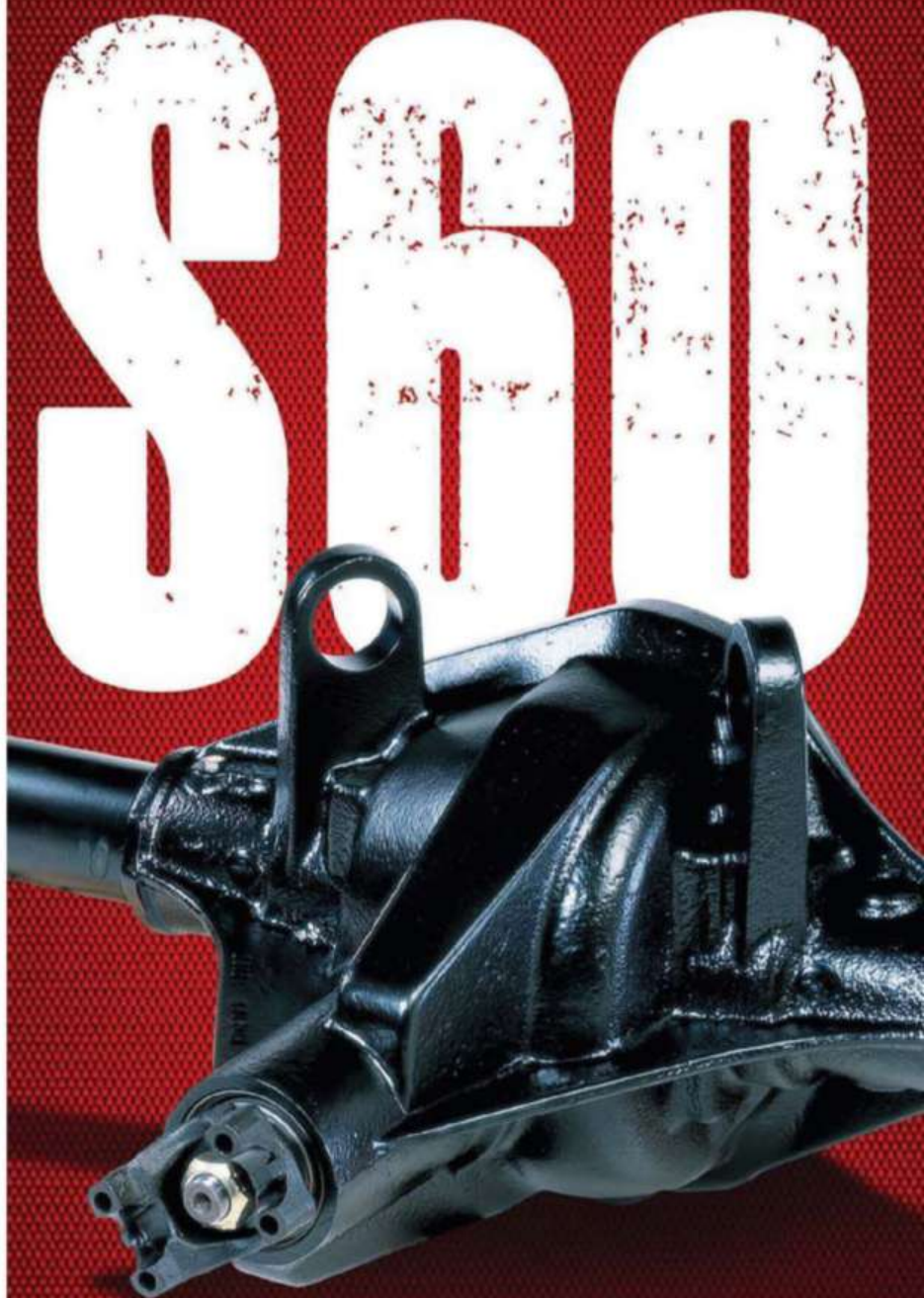
The roof is one of the last panels to be added to the body and it is also the recipient of some new-age construction practice. A chemical bonding strip adheres it to the support structure, which is far more rigid and durable than the original factory mounting style.

Once the body is whole and all of the metal finishing is complete. The team rolled the new body into a paint booth where Brian Graber, Woody's painter and body shop manager, sprayed the car with PPG primer. It was then treated to a hardened enamel undercoating that mimics the red-oxide coating Chevrolet would have originally used under the car. Graber then masked and shot the body with a coat of PPG Envirobase water-based paint.

The car is rapidly taking shape and will be ready for its new home in just a few short weeks' time. All that is left is some interior work and installation of the American Autowire Classic Update Series harness.

Stay tuned for more build updates as the car becomes whole. But, before we leave you, let's cover one of the most important details of the build: How you can win the car. It's simple, really. The first step is to register at www.trifivenationals.com before noon on August 15, 2015. Lastly, be at Beech Bend Raceway Park in Bowling Green, Kentucky, on August 14-15, 2015. Yup, that is all it takes to win yourself a beautiful 1955 Chevy built by the talented crew at Woody's Hot Rodz. 

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TECH

Taking Shape



1

The body build all starts with the floor. The team at Woody's mounts the floorpan on an original frame, which they've straightened to better-than-factory tolerances.

2

Shown here, the upper cowl shoulder is joined to the cowl via a MIG weld.



3 All of the MIG-welded body joints are smoothed with a 1-inch belt grinder.

4 With the floor, firewall, and cowl in place, the doors can be fit onto the car. Building the rest of the body around the doors helps achieve tighter gaps.

5 Next, the quarter-panels are fit into place by hand.

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TECH

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6

The roof support rail is being precision cut to match the roof panel (the yellow stripe is a tape line). Panels never come out of the press exactly perfect so Woody's hand fits and trims them all to their specifications.

7

The outer rocker panel is being welded to the floor after the door has been installed.

8

These clamps hold the roof structure in place while they are stitch-welded to the car.



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TECH

Taking Shape

9



10



9 Rather than use lead (which is a major health hazard), Woody's uses a MIG welder to connect the body seams then metal finishes them to perfection.

10 Here is a shot of the body seam after welding, but before grinding and smoothing. An original taillight bezel will be used to double check that the body panels are aligned correctly.



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11



11

With all of the body panels in place, the car is cleaned and prepped for paint, then sprayed in primer.

12

Brian Graber, Woody's painter and body shop manager, lays a coat of PPG Envirobase paint on the '55's firewall.

13

A rotisserie makes seam-sealing the underside of the car a breeze.

12



13



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14



18



15



16



17

14

From the factory, a coat of red-oxide paint was added for rust prevention. Paint technology has come light years since the '55 rolled off the assembly line, so Woody's keeps the red-oxide color for period correctness but uses a hardened enamel instead.

15

At this point, the underside of the car and the firewall are complete and it's time to lay paint on the fresh body.

16

This seal, designed by Woody's, wraps around the inner fender and keeps moisture from getting in between it and the outer fender. The yellow section in the center has small teeth that rigidly lock the seal in place once it is applied. The flexible, tapered edge allows it to form to the fender for a watertight seal.

17

Here, the team installs polyurethane body mounts in preparation for dropping the body onto the frame.

18

With the firewall painted, the body is lowered onto the Woody's prepared chassis. There is still a lot of work left on the table before the car is unveiled and given away to one lucky winner at the Tri Five Nationals. Stay tuned for more build coverage and don't forget to register at www.trifivenationals.com and be at Beech Bend Raceway Park in Bowling Green, KY.

SOURCES:

American Autowire
800-482-9473
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Viking Performance
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vi-king.com

Woody's Hot Rodz
855-567-1957
woodyshotrodz.com

ENGINE: Chevrolet 195-horsepower 350 supplied by Hirlinger Chevrolet.

TRANSMISSION: Phoenix Transmission Products 700-R4.

CHASSIS: Stock '55 Chevy with Woody's Hot Rodz weld-in X member and Rear Shock Crossmember.

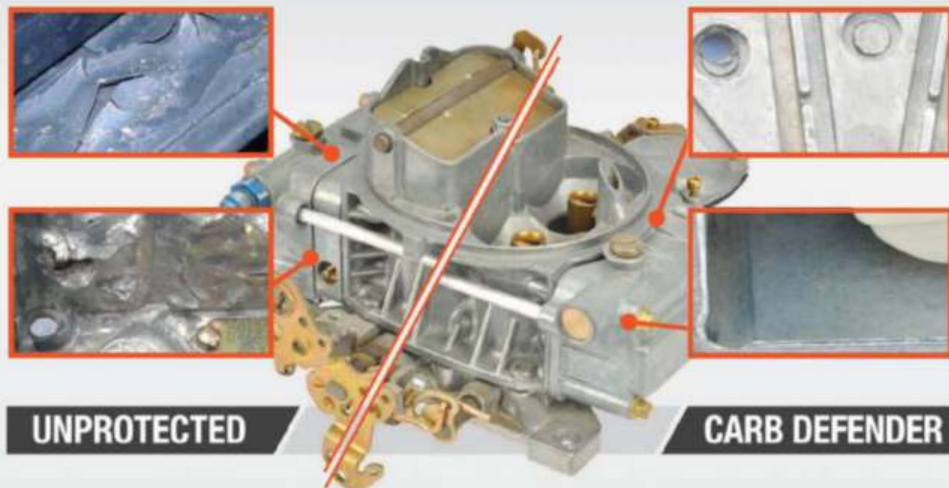
SUSPENSION AND STEERING: Unisteer rack-and-pinion upgrade, Woody's Hot Rodz tubular control arms, Viking adjustable shocks.

BRAKES: Right Stuff Detailing disc brake conversion front and rear.

ELECTRONICS: American Autowire Classic Update Series harness installed by Bud Kocher of Specialty Automotive.

WHEELS AND TIRES: Cragar wheels with Coker Tire bias-ply Firestone whitewalls front, and blackwall cheater slicks out back.

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ROCK 'N' ROLLIN'

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that meant a trusty Delco AM radio in the dash with a tinny defrost grille speaker (which actually worked) so I figured what with ball games and some oldies stations that would be fine. That idea lasted for a couple of months before I was going insane knowing every car that passed me was enjoying a plethora of FM stations I had no access

When I purchased my 1963 Nova wagon almost 20 years ago I sat down and made a list of things I was going to either replace or restore to get the car where I wanted it. The one thing that I didn't even consider at that point was the audio system. My car was in original condition, and

1 Here is the complete system we received from RetroSound. The Model Two radio, Quad 4 amplifier, SUB-8100 active subwoofer, R-463N (4x6-inch coaxial) speakers, R-410N center dash speaker, and two R-TB8 8-inch full range box speakers, and antenna (not pictured).

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to. Researching a replacement that would fit in my factory-cut dash without carving it up yielded very little for my taste and budget so I did what any red-blooded American would do, I disconnected the AM radio and bought a decent late-model AM/FM CD combo and stuck it in the glovebox. That's about as good a solution as putting a

new TV on top of an old, broken TV. Fast forward a dozen years and I had had enough of reaching across my cab to change the station or pop in a new CD. Yes, it was time for an intervention on myself.

Enter RetroSound and their Model Two AM/FM radio with iPod/iPhone, USB MP3/WMA playback, and Bluetooth

capability. Designed to be flexible and fit most classics.

Luckily for me, audio/install expert Chris Peterson was contacted by RetroSound to do the install and, since this wasn't his first rodeo, everything was accomplished in one day. I am now cruising in style with modern technology and a cornucopia of listening options. 



2
We removed the old, worn-out kick panels and, since we were installing new kick panel speakers, purchased a set of new ones from Classic Industries.

3
RetroSound radios come with a kit to match them to the stock radio opening. This is how they can have one radio fit many cars. They offer dozens of different knob options; we chose a style very similar to our stockers.

4
After laying out the equipment and assembling some basic hardware, Chris used the factory bezel to size up the side brackets on the head unit.

5
The retaining bracket fasteners can be adjusted forward and back to achieve the correct depth. Slight adjustments were made so the unit sat flush with bezel.

6
As you can see, the modern unit is a fraction of the size (and weight) of the stock one.

7
The dash speaker was then wired up and fit into the stock mounting bracket.

8
All of the connections were soldered and heat shrunk. Heat shrink tubing was used on the speaker leads to clean up the install.

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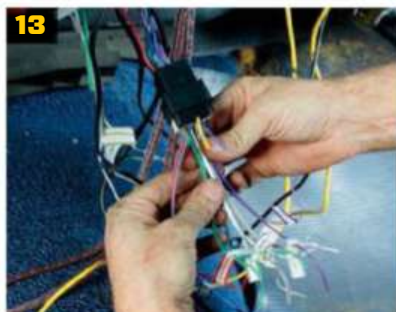
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9
This is where it starts to get technical. Identification of the various leads is critical.

10
Chris then popped the Model Two into place; it fit like a glove.

11
Next, we shifted to the antenna. After removing the old one, Chris fed the new line through the cowl and secured the top, ensuring a solid, leak-free fit.

12
Since we were also replacing the glovebox liner, Chris decided to see if we could fit the amplifier under the dash. There were a few factory mounting points that allowed him to mount the amplifier above the glovebox.

13
Because we had more speakers than either the radio or amplifier could run at one time, the radio is running the dash speaker, and the amplifier is running the rest of the system. Chris then separated the proper lines for the unit and amplifier.

14
To power the peripherals, a wire was routed to the battery through the firewall and along the heater core hoses and attached directly to the battery.

15
After removing the doorsill plates, the power and signal wires were routed to the position where we would be hiding the subwoofer under the passenger seat.

16
Once power was routed and the brackets were attached, we slid the unit under the seat and attached it to the floor.

17
The Bluetooth unit comes with an external microphone that makes hands-free phone calls through the system a snap. We mounted it on the steering column.



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TECH

Rock 'n' Rollin'

18
Chris then prepped the kick panels, measuring the exact location of where he wanted to mount the new speakers. He then used a pair of tin snips to carefully cut out his drawn template.

19
With the carpet peeled back, the connected speaker/kick panel assembly was massaged in and secured, as was the passenger-side panel.

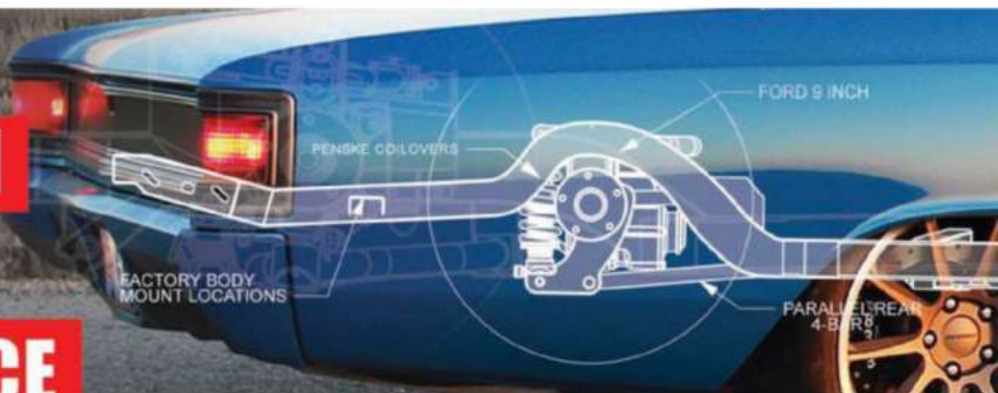
20
Chris fed speaker wire along the driver-side sills to the waiting 8-inch R-TB8 RetroSound box speakers at the back of the wagon.

21
The supplied USB extension can be mounted anywhere, but the cigarette lighter hole is the perfect size to accept the unit and is very convenient.

22 & 23
The color digital display face is easy to read and provides just enough information to know what's coming through the speakers. For those wanting a more "classic look," there is an optional overlay that provides an authentic AM radio look when the unit is off, and doesn't obscure the display too much when the unit is on.



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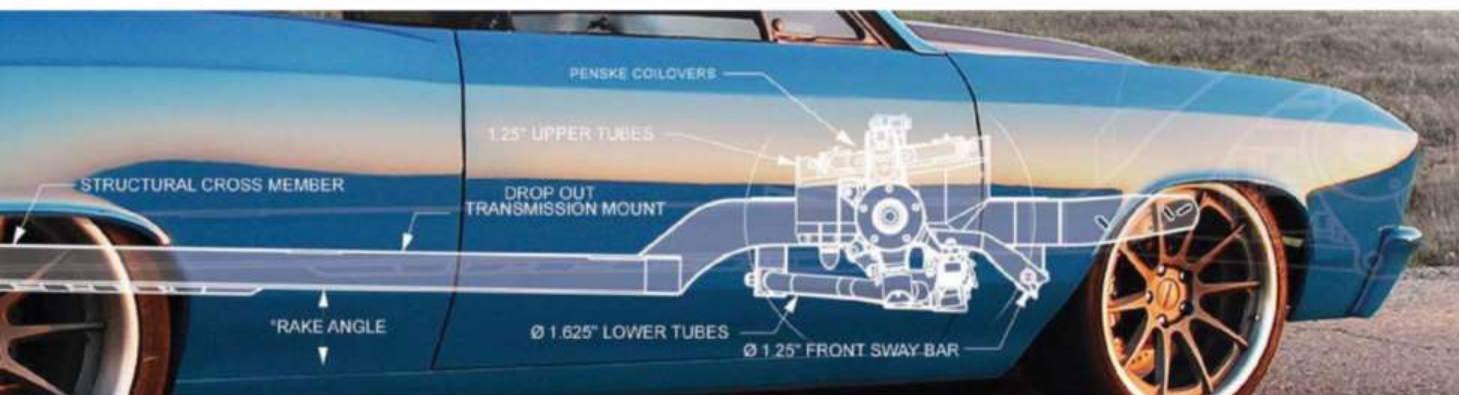
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FLAVOR OF



Stephen Kim the Author

Sit back, grab a beer, and try to pay attention. In his quest to find the ultimate Chevy performance machine, Chris Dortlon has rampaged through quite a few cars in three short years. His latest flurry of acquisitions started with a 2012 Corvette Z06, which he traded in

for a 2013 Camaro ZL1. After swapping the ZL1 for another 2012 Corvette Z06, he replaced it with a 2015 Corvette Z06 before trading it in for a 2015 Camaro 1LE. Sampling two generations of Corvettes, the latest generation of Camaro, two LS7s, an LSA, an LT4, and an LS3 led Chris to one expensive, time-con-

suming, and absolutely resolute conclusion: Throw an LS7 inside a Camaro 1LE chassis, and you've got yourself the ultimate late-model muscle car.

Fortunately for Chris, GM reached the same conclusion and built the Z/28. Not surprisingly, he promptly traded in his 1LE for a 2015 Camaro Z/28

THE WEEK

CHRIS DORTLON BUILT THE LATE-MODEL MUSCLE CAR OF HIS DREAMS BY THROWING AN EXTRA 100 HORSEPOWER AT A 2015 Z/28



as soon as he was able to track one down. While moving down the totem pole from a Corvette to a Camaro may seem peculiar, fully understanding why anyone would do such a thing requires a quick recap on what the Z/28 is all about. Unlike in generations past, when GM slapped Z/28 badges on random

Camaros merely as a marketing gimmick, this time around the fifth-gen Z/28 genuinely pays homage to the first-gen Z/28s that were purpose-built to dominate Trans-Am racing.

To prep the Z/28 for road race duty, GM removed 300 pounds out of the fifth-gen chassis by ripping out the

A/C, floor mats, tire inflation kit, and all but one stereo speaker. Further paring mass are lightweight wheels, a smaller battery, and thinner rear glass. Providing the stick are trick spool-valve-style shocks, stiffer springs, revised sway bars, and gargantuan 305/30/19 Pirelli tires on all four corners. Mas-



sive carbon-ceramic brakes provide endless braking power, while a front splitter, wheel-arch extensions, and a decklid spoiler generate real downforce at triple-digit speeds. Assisting with brisk corner exits are a shorter 3.91:1 ring-and-pinion set and a close-ratio Tremec TR-6060 six-speed manual trans. Dropping a 505hp LS7 into the Z/28's full-race chassis nets a package



that smokes Ferraris, Porsches, and Lamborghinis around Germany's infamous Nürburgring road course.

Although Chris had no intentions of going road racing, through his adventures in car swapping, he realized that Corvettes and forced-induction engines weren't for him. "When I got my first Z06 in 2012, I fell in love with the LS7 small-block. Even though my 2015

Corvette had 650 horsepower, I didn't care for the supercharged LT4," Chris opines. "It just didn't feel as fast as the LS7, and it didn't run through the gears like the LS7, either. With the lower redline, the supercharged motor didn't feel like it had the legs of the naturally aspirated 427, and the fun factor just wasn't there. The LS7's throttle response is simply amazing."

Longing to reunite with the LS7's brutal power delivery is just part of the reason why Chris traded in his Corvettes. As a hot rodder that grew up around muscle cars, he found Corvettes a bit too refined. "I've had Chevilles and first- and second-gen Camaros over the years, and to me the new Corvettes are so refined that they don't feel like muscle cars anymore."



They ride so nicely and have so many luxury features that you might as well be driving a BMW M5," Chris explains. "This Z/28 is by far the favorite of all the cars I've owned. The hood is long, the suspension beats you up pretty well, and you feel the road much better than in a Corvette, so it feels more like a real muscle car. The difference is that the handling is amazing and the brakes are phenomenal. If you stomp on the brakes you better be ready because they're going to put you in the windshield real fast."

As luck would have it, Chris scored a killer deal on the Z/28 after someone ordered it at the dealership, then decided not to buy it at the last second. That's when Chris swooped in and snatched it up for \$16,000 below sticker price. Now that the cash savings was

burning a hole in his pocket, Chris dropped the car off at Late Model Racecraft (LMR, www.latemodelracecraft.com) in Houston with just 60 miles on the clock. After baseline dyno testing the car at 480 rear-wheel horsepower, the LMR crew got to work installing its Reaper package. Upgrades include LMR Stage 3 ported cylinder heads, double-duty valvesprings, a custom hydraulic roller camshaft, new pushrods, an underdrive pulley, and 2-inch American Racing long-tube headers with high-flow cats. With a custom LMR tune loaded up into the factory PCM, the Z/28 lays down 585 horsepower and 523 lb-ft of torque at the rear wheels. A testament to GM's engineering talents, the Z/28's stock driveline, suspension and brakes handle the 100-plus additional horsepower without breaking a sweat.

Finally, after years of swapping out Z06s for ZL1s, and 1LEs for Z/28s, Chris has built the ultimate late-model GM muscle car. With the additional horsepower LMR has infused into the Z/28, knocking 10-15 seconds off of its lap times at the Nürburgring is definitely conceivable. Nevertheless, it wouldn't be the least bit surprising if Chris trades his Z/28 for the next hot GM performance machine as soon as the opportunity presents itself. "I don't plan on keeping any of my cars forever," he admits. "I buy them, enjoy them, and then move on to something new. When the new sixth-gen Z/28 comes out, maybe I'll upgrade at that time." Until then, only a select few supercars on earth can touch Chris' Z/28 around a road course, regardless of price. **S**

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EARLY ADOPTER

A FRESH REBUILD OF A 461-INCH RHS LS ENGINE



Getting in on the ground floor of new automotive technology is always cool, but there's also a downside. Namely that later versions typically have all the bugs worked out and there are far more associated parts available. Back in 2010, we built a 461-inch LS engine for our 1968 Camaro project car Bad Penny. The build was based around RHS's "new" race block. Yep, this badass block let us shoehorn 461 inches of glorious displacement within the confines of a block no larger than a typical LS1. And, while we never found any "bugs" with the block, COMP/RHS has since released a lot of supporting parts that would have made our build better.

The block we have features a raised cam tunnel, and RHS spent considerable effort reworking the internal dimensions to accommodate the longer rods and crank spinning about. They also addressed oil control issues found in stock LS blocks and added provisions to easily incorporate a dry-sump oiling system. For those that don't mind the external dimensions bumping up a bit, RHS also offers a tall-deck version that is engineered to accept up to a 4.600-inch crank. Combined with the RHS block's maximum bore of 4.165, it has the potential for 501 cubes (8.2L). In our case, the standard-deck block made more sense since we would be able to reuse our custom headers.

But, as any engine builder will tell you, a big stroke is inherently hard on parts, and for nearly 15,000 miles we mercilessly beat the ever lovin' snot out of the 461. The engine happily accepted our abuse, but the thin rings necessitated by the short, stroker pistons started to wear and let compression out of – and oil into – the combustion chambers. Not a good combination for performance. Given this, we decided to pull the 461 apart, do a rebuild, and see how everything was holding up. 

The rings in our hard-run 461 were shot, but the pistons were in pretty good shape. After cleaning them up, we found a few signs of detonation, so we decided to drop the compression a bit to compensate for our cruddy California gas. We also felt the Armorglide antifriction skirt coating on the Wiseco pistons held up pretty well to the tortures of the long 4.250-inch stroke. The pistons are off-the-shelf 4.155-inch bore, 2618 forged pieces with a -8cc dish.



Our old COMP cam was pretty tame (given our displacement) so we decided to stay in the ballpark in terms of overall size on the new stick (PN 54-474-11). We bumped the duration from 247/263 (at 0.050) to 251/267 and the LSA went from 114 to 115 (installed at 112 intake centerline), but the lift stayed the same at 0.624-inch. Keep in mind that the 1.8:1 LS7 rocker ratio bumps that lift up to around 0.661-inch. A bigger cam could definitely net us more power, but street manners are worth a few ponies.



To make our pistons “better than new,” we sent them over to Embee Performance in Santa Ana, California, for some of their specialized coatings. The skirts received a fresh coat of antifriction material while the tops received a thermal barrier coating. This thermal barrier will help keep heat out of the piston and in the combustion chamber where it belongs. The coating added about 0.0006-inches to the diameter of the piston.



Chris Pollock over at Evod Garage found some chatter marks on our main bearings, which meant our clearances were a bit loose. Instead of trying to fix it with thicker bearings we had Total Performance machine/shave the main caps and then line-hone the block. Sure, it costs more to do it this way, but the right way typically isn't the cheapest option. For bearings, we went with Clevis MS-2188HX pieces and Chris double-checked that everything was perfect before we dropped in the crank.



We sent the block and rotating parts to Total Performance in Santee, California, where they found that the bores were in excellent condition and only needed a very light hone. This meant we could keep our pistons, saving us a nice stack of cash.



The Lunati Signature Series crank (PN JP711ER) was badass five years ago, and it still is. Forged from 4340 certified steel, this American-made and machined 4.250-inch stroke crank will live forever at our power levels. We had the crank massaged and polished at Total Performance.



The rods, like the crank, were top-of-the-line offerings from Lunati. These 4340 I-beam rods (PN JP6125-8) had ARP 2000 rod bolts. On the big end they were out of round a bit so Total Performance cut down the caps and honed them back to spec.



Chris then file fit all the rings (0.018-inch top and 0.022 second) and mated them to the rods with a fresh set of Wiseco wire locks.



The thin (1.2mm first and second, 3.0mm oil ring), moly-faced, ductile-iron rings are easy to bend on installation, so the best way of getting them in place was by using a specialized installation sleeve. We picked up this tapered 4.155-inch piece (PN SME-904155) from Summit racing for around \$30.



To secure the cam, we installed the RHS proprietary brass thrust plate. We also stuffed in a new O-ring (PN 549204-1). The RHS block makes extensive use of O-rings, and replacements are readily available through RHS.

The raised cam of the RHS block meant it required a longer timing chain (one extra link). In 2010, the only offering out there was a single roller, so that's what we ran. Well, today RHS offers several choices, including this three-key double-roller (PN 3154) with the correct length chain. The single-pulse cam sprocket is because our Camaro runs an early 24x reluctor-based computer.



It was then time to degree the cam. The card called out for installing the 115 LSA camshaft on a 112.0 intake centerline and the three-key sprocket let us get to 110.5, which was close enough.

And here's the right way to install an LS oil pump. Chris explained that the pump has a bit of play and if it's just "slapped on," then it will likely be off center and end up rubbing the crank sprocket. His solution was to pull off the front plate and use a feeler gauge to get it centered just right. You can also see the timing cover kit's small pump spacers, which allowed the pump to clear the wider chain without grinding.



Another item that didn't exist when we first built the engine was this sweet COMP timing cover (PN 5495). In addition to having added clearance for double-roller timing chains, it allows for repositioning the cam sensor for better reading of the raised cam. For easier cleaning we had the cover powdercoated charcoal grey. This sure beat the old suggestion of cutting and welding a stock cover to get proper sensor positioning. We also installed the ATI Super Damper that has served us well for going on eight years now.



Heads are something vitally important to how a given engine will perform, but they can also easily consume much of your budget. Will a set of \$6,000 heads outperform a set that costs thousands less? Yeah, but then again they should. RHS set out to design a strong performing head that wouldn't leave your wallet a smoldering, empty mess. Their LS7 Pro Elite 291cc CNC-ported heads (PN 54501-06STS) cost well under \$2,000 each and are the first LS-style head to feature a raised intake runner design. The heads work with both stock and aftermarket LS7 intakes and valvetrain setups. They feature 12-degree valve angles and the unique 0.220-inch raised intake runners allow a better line of sight into the cylinders. The heads feature a six-bolt design for better head gasket retention. Chamber volume is 69 cc and the stainless valves are 2.200-inch for the intake and 1.615-inch for the exhaust.



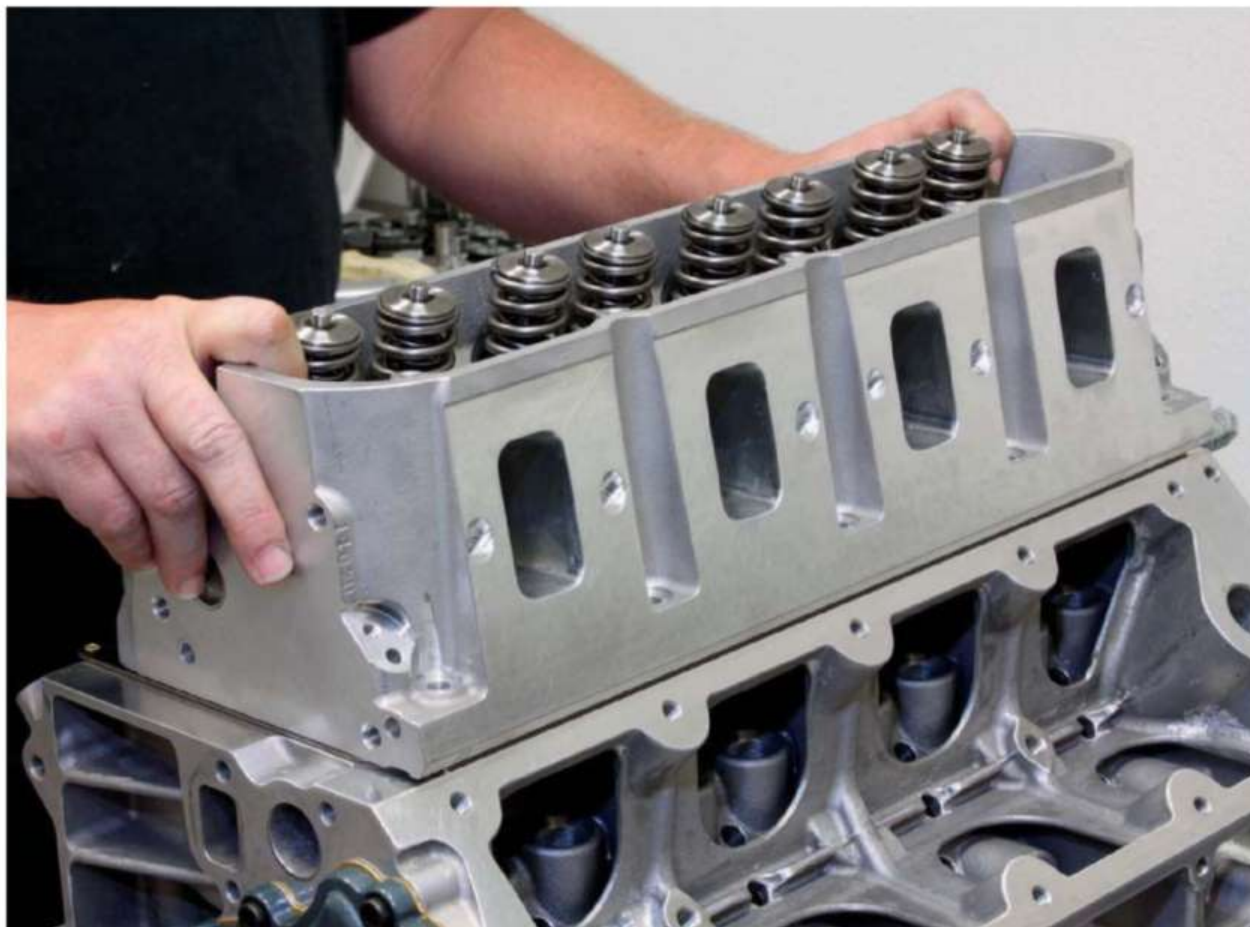
Before committing to the install, Chris wanted to verify that we had plenty of piston-to-valve clearance. So he installed light springs and bolted on a head using shims to simulate head gasket thickness. The intake had 0.245-inches of clearance to the piston while the exhaust was at 0.255-inch; more than enough.



This was also a great time for us to figure out what length pushrods we would need. The right length ended up being 7.800 inches on the intake and the exhaust. With that info in hand, we ordered up the correct COMP pieces from Summit Racing.



OK, part of the reason our compression was so high was that we misused a 0.051-inch (compressed) head gasket when building the original engine. It turned out that the RHS recommended gasket came in at 0.036 inches compressed. That in turn jacked the compression up to nearly 11.9:1. RHS didn't offer a thicker gasket, but we did find some from Cometic that had a compressed thickness of 0.051-inch. The only difference we found between the recommended gasket and the Cometic were that these two water passages were larger on the Cometic gaskets. RHS explained that they made them smaller to better seal to their block, but after test-fitting them on the block we felt the Cometic pieces (PN CAGC5935-051 and CAGC5936-051) would seal fine – and besides, we really needed to drop the compression.



It was then time to install the RHS LS7 heads. With the 69cc chamber volume our new compression should come in right at 11.54:1. This will cost us power, but reliability and longevity are far more important.



We found that the reluctor wheel on the crank was barely hitting (and self clearancing) a small aluminum plug near the back of the block. To ensure it didn't happen again we used the witness mark as a guide and knocked the edge off the plug. We also replaced the O-rings on all of the RHS oil and water gallery plugs.



The oil pan will be the same tried-and-true, four-corner-trapdoor, baffled 5.5-quart wet-sump pan we've always run. The Autokraft pan has a thick steel flange so it won't warp and even though it can be run with a billet oil filter adapter we opted for a remote filter, which increases volume and makes plumbing in a cooler easier. Our car has pulled hundreds of high-g (over 1.2) turns and has never had an oil issue. We cleaned up the old pan and had the outside powdercoated silver since it was beat down by all the road miles.



The Autokraft pickup tube did give us a bit of trouble. The spacers moved the oil pump forward to clear the timing chain. This meant the pickup tube moved forward and didn't line up with the rear main stud. And the hole was also too small for the ARP stud. After some time with a drill, and a little hammer therapy, all was good to go.



These captured-link-bar hydraulic lifters from COMP (PN 15956-16) are great for the money. Link-bar style lifters are needed on RHS blocks since there's no provision for the plastic lifter trays found on OE LS blocks. We chose short-travel style since they cut down on power loss and valvetrain failure by limiting the lifter's internal piston movement as they are pumped up by oil pressure.



To feed atmosphere to the heads, we opted for a FAST LSxR 102mm LS7 intake. It will flow great and we're digging the new black cover over the old fingerprint-attracting grey that they used to come in.



The high lift of our old cam, combined with using GM LS7 rockers, was causing the tips of the rockers (and ends of the valve stems) to get chewed up a bit. Given this, we decided to switch to a roller tip shaft rocker. To accommodate the rockers we had to have the pad area cut down 0.030-inch. With that done we attached the rail using the supplied ARP fasteners.



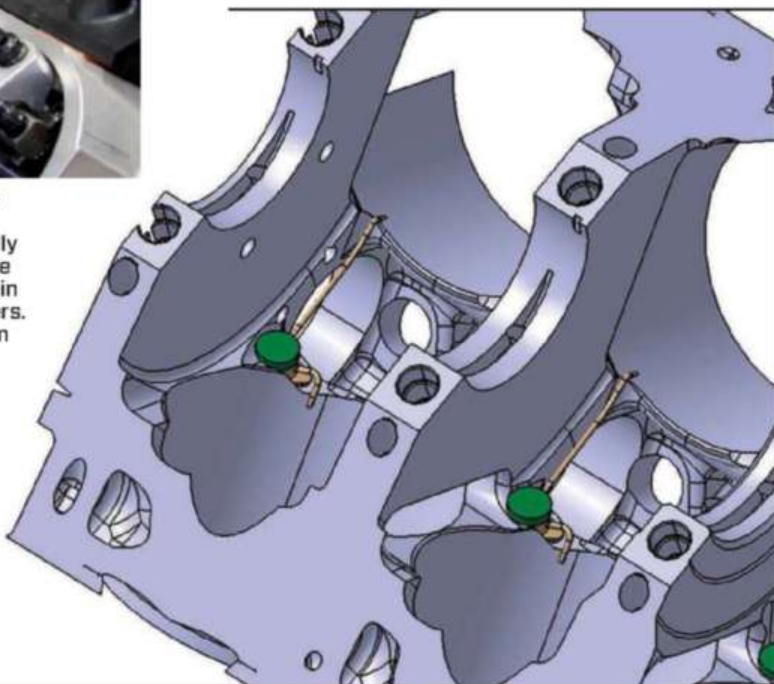
One way to fix the geometry problems of a high-lift cam is to switch to a shaft-mount rocker system. This 1.8:1 ratio COMP kit (PN 1525) is fully adjustable, so the motion of the camshaft can be precisely transferred to the valves. With the rail in place, we could then install and adjust the rockers. The roller rockers are made from 2014 aluminum while the shafts are 8620 hardened steel.



To complete our fuel system, we went with a set of billet fuel rails (PN 146027-KIT) and 60lb, LS1-style injectors (PN 304200) from FAST.



With the engine together, we hauled it over to Westech Performance for some quality time on their Superflow 902 dyno. For the test we used 91-octane Rocket supplied pump gas and a Meziere electric water pump. Since we can't run a drive-by-wire throttle body on the dyno we went with a FAST 102mm mechanical version.



CONTROLLED OIL LEAK

Oil is life, so in addition to priority main oiling, RHS designed their block to use piston oil squirts. These weren't available when we built the engine, but they are now and can really be of benefit on boosted engines where keeping the pistons a bit cooler is critical. On our naturally aspirated engine there wouldn't have been much benefit, so we left them off.

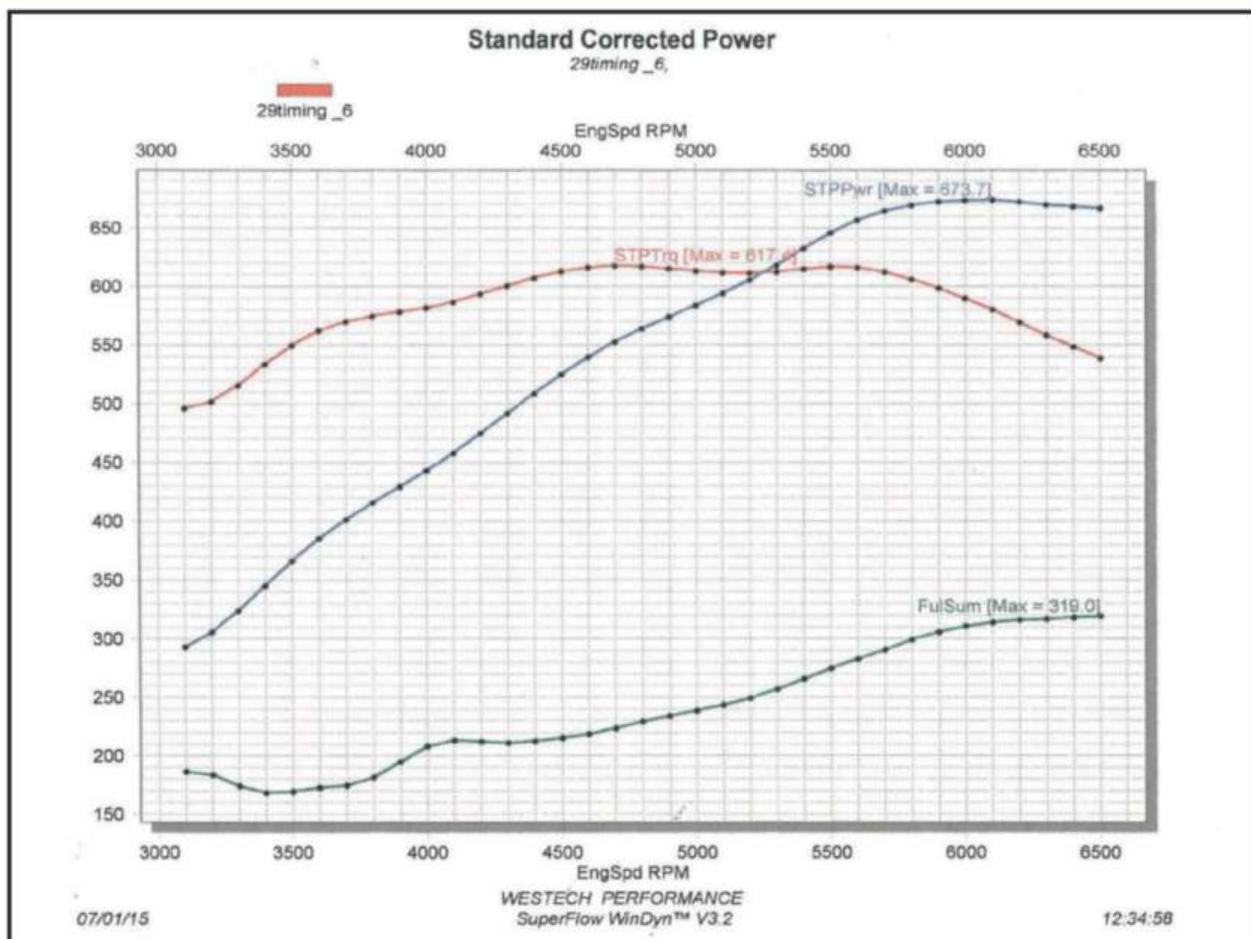
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GOING WITH THE FLOW

Of course, there's more to a head than just its advertised runner size. The best way to scope out how a head should perform is to send it to a flow bench where it can be tested. Of course, there's a host of other forces at play (such as velocity, chamber design, etc.) that affect how a head performs, but flow numbers are handy for getting a general idea of how a head works. This test, carried out at Westech Performance, was done at 28-inches of water.

FLOW NUMBERS FOR RHS LS7 HEADS

LIFT	INTAKE	EXHAUST
0.100	71	52
0.200	152	106
0.300	228	158
0.400	281	193
0.500	324	220
0.600	360	230
0.700	385	238

After nine pulls worth of adjustments and tweaks to the computer program we were rewarded with the best pull of the day of 674 hp at 6,100 rpm and 617 lb-ft at 4,700 rpm. We were especially happy with how the 461-inch LS made over 450 lb-ft of twist way down at 3,000 rpm and at 5,800 rpm was still pumping out over 600 lb-ft. Even though peak power was at 6,100 rpm we were still well over 650 hp at 6,500 with no hints of valve float.

SOURCES:

Autokraft

715.874.5921
autokraft.org

ARP (Automotive Racing Products)

800.826.3045
arp-bolts.com

Competition Cams - COMP

800.999.0853
compcams.com

Clevite

662.893.2860
mahle-aftermarket.com

Embee Performance

embeeperformance.com

EVOD Garage

760.839.8289
evodwheels.com

Fuel Air Spark Technology - FAST

877.344.8355
fuelairspark.com

Lunati

662.892.1500
lunatipower.com

Meziere Enterprises

800.208.1755
meziere.com

Racing Head Service - RHS

877.776.4323
racingheadservice.com

Summit Racing

800.230.3030
summitracing.com

Total Performance

619.562.9894

Westech Performance

951.685.4767
westechperformance.com

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Tuesday, 9/15

Lucas Oil Raceway

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- Gates open 7:30 am
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Wednesday, 9/16

Great Lakes Dragway

Union Grove, WI

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- Tickets: \$10 for 13 and above/Children 12 and under free

RACE DAY

Thursday, 9/17

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Cordova, IL

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- Racing until 1:30 pm or until complete
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A BETTER MOUSETRAP

INSIDE LOOK AT MAGNUSON'S NEW HEARTBEAT 2.3L SUPERCHARGER



The fastest way to a faster car is boost. Yep, engines are just big air pumps, so stuffing in more air allows for more fuel, and that equates to more horsepower. There are different types of superchargers on the market, but one popular type is the Roots style. These are also referred to as positive displacement blowers because they deliver a fixed amount of air per revolution. For a peek into this segment of the supercharger world we dropped in at Magnuson to take a look at their new HeartBeat kit.

Their units differ quite a bit from the blowers of decades past. Instead of air being drawn in through the top, like a typical Roots unit, it's drawn in through the inlet port and pushed into the engine along the axis of the rotors. According to Matt Hatley at Magnuson, "The TVS rotors are different from a screw-type found in some superchargers. They don't compress the air, they simply move the same volume of air (in the case of the HeartBeat 2.3L, or 2300 cc). The rotors touch, and create a nearly perfect seal, which is why they have the dark grey abrasion-resistant powdercoat. The boost happens when the air backs up in the manifold. The key advantage is that they create less heat and are very efficient. In fact, a 2.3L TVS pushes more cfm than a 2.9L screw-type blower. Whereas the screw-type compresses air in the screws, and hence, inside the housing, the TVS is simply pumping, or pushing, the air, with the advantage being that the housing doesn't heat up, so the bearings last longer. That's one of the main reasons you see more Eaton

TVS superchargers in OE cars than any other type. Thanks to a vacuum-referenced bypass valve, the inlet pressure is equalized with the manifold pressure. This pretty much negates any parasitic loss while cruising and makes for a very efficient design.

For quite some time now, the Magnuson units have featured the improved Eaton TVS four-lobe rotor arrangement. This very popular four-lobe design (also found inside GM's LS9 and LT4 blower) is a big improvement over the previous three-lobe design. Where the twist of the rotors on the older GenV units was 60 degrees, the new TVS rotors are twisted to an aggressive 160-degrees. Also, the intermeshing design of the lobes helps quiet the supercharger even at high rpm. Like other Roots systems, the TVS MagnaCharger is especially good at delivering boost at low engine rpm, which, for a street car, is where you really want the power to be.

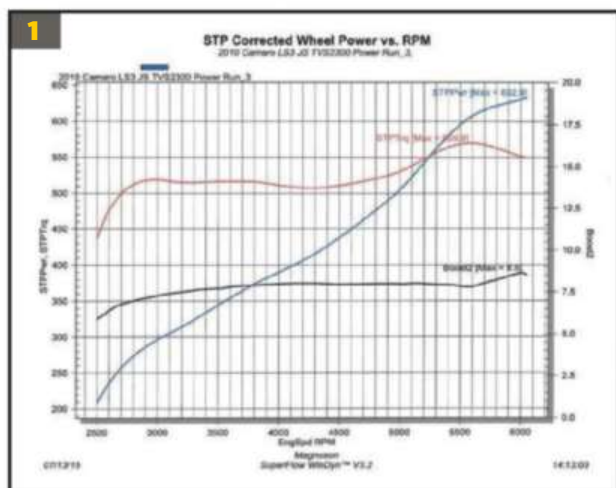
The first-generation 2300 TVS units have been affixing smiles to gearheads' faces for some time now, but Magnuson knew they could do better. Part of this

was driven by the ever decreasing hood lines found on modern cars, especially the Corvette. The old design required a new, roomier hood, and owners were reluctant to go through the hassle of trying to color-match paint. Magnuson also knew there were areas where they could improve performance in addition to packaging. The result of 18 months of research and development is their new sixth-generation MP2300 TVS HeartBeat supercharger system.

About the only thing the new HeartBeat has in common with the older TVS design is the use of Eaton four-lobe rotors. The rest was a “clean slate” design. By starting from scratch, the engineers at Magnuson were able to come up with a much more efficient design that ended up smaller, lighter, and more efficient than what was previously available. And while their previous design is still a great option for those that want to bolt on well over 100 rwhp, the new kit is perfect for those

with tighter engine bay confines or those that want every last possible horsepower.

To check out the new system we headed over to Magnuson Products in Ventura, California, to cover an install. Rick Andrade has had a TVS2300 Magnuson blower system on his 2010 Camaro SS since it was new. In fact, it was the third production unit Magnuson sold for the fifth-gen Camaro. He, along with lead technician/fabricator Kyle Donohue, run J&R Performance Center in Phoenix. They are one of the leading Magnuson dealers in the area, so they were just as excited as us to check out this new blower. It would also be a great experiment to compare the new and old units back to back on the chassis dyno. 📺



Our test mule was a 2010 Camaro SS owned by Rick Andrade from J&R Performance Center in Phoenix. He installed his TVS2300 Magnuson kit when the car had only 246 miles on the odometer. Well, it now has over 115,000 miles on the clock and the stock LS3 is still running strong. Back when he added a cam and long-tubes (6,000 miles), the SS put down 609 rwhp. Well, we baselined the Camaro before pulling off the old parts and it made a best pull of 633 rwhp. So much for the myth of superchargers causing engines to prematurely wear out.



displaces 1.7L (compared to the 2.3L Eaton blower on the LT9). By doing this they saved 0.4 inches in length and 0.5 inches in rotor diameter. That may not sound like much, but it was enough. To make up for lost displacement, the blower on the LT4 is driven at 3.10 times crank speed (compared to 2.32:1 for the LS9).

After a lot of design work, Magnuson was able to build a blower built around 2.3L Eaton TVS rotors that still fit under the stock hood of the Corvette. Their HeartBeat Vette blower is just 1 7/8 inches taller than a stock LS3 intake manifold! On a fifth-gen Camaro there's more hood clearance so those blowers get a taller lid and a slight increase in intercooler area. And yes, it will clear the later Camaro's strut brace and hood vent insert.

The new HeartBeat blower isn't just smaller; it also comes in 17 pounds lighter than their previous TVS 2300 kit. Magnuson also claims that the new kit, due to better airflow and heat exchanger design, makes a full 25 more ponies to the rear wheels.

In terms of design, the new HeartBeat is vastly different from their previous designs. The previous blower was driven from the back via a side-mounted jackshaft. Also, the blower sat directly atop the intercooler block. This worked well, but made for a tall blower.



Before we could install the new sixth-generation MP2300 TVS HeartBeat system we had to vacate the tried-and-true 2300 TVS blower. To save time we decided to not pull the nose off the car and swap out the heat exchanger since they were nearly identical. Modifications the SS has are ADM camshaft, ADM twin fuel pump system, Dynatech long-tube headers, aftermarket exhaust, Roto-Fab cold-air kit, and Centerforce DYAD clutch.

Superchargers love air, so opening up the intake was one of Magnuson's top priorities. On the new HeartBeat the air no longer has to go up and over the bypass port. Instead it has



a straight shot into the 2300 Eaton TVS rotors. All the kits carry a 3-year warranty on the hard parts and 1-year on the electronics. For a few bucks more, they even offer extended coverage. Blower maintenance is minimal, consisting of an oil change every 80,000-120,000 miles.



For the new C7 Z06, GM's main constraint was that the blower needed to fit under the Corvette's hood. This meant the intercoolers had to be wedged in the area near the valve covers. Magnuson decided to instead angle the twin intercooler blocks part way between the cylinder heads and blower outlet. The tradeoff of a bit more height for bigger rotors and increased plenum volume was more than worth it.



While the TVS 2300 rotor pack is super-efficient, it still compresses air and that process makes heat. For drag cars, an ice water tank is often used to chill the air charge, but that option isn't practical for the street, not to mention running hard on a road course. According to Magnuson, the recovery times and intake air temperatures (IATs) are very impressive on the HeartBeat. The passages of the new intercoolers are dimpled to create turbulence in the water so that it cools better. Magnuson told us that you can run a road course, flat out, in 100-degree heat and see a rise of just 25-30 degrees above ambient in the IATs. The HeartBeat kit is also packaged with an improved front-mounted heat exchanger.



Back to our install, the LS3 has been cleaned and prepped for the new blower. To clean things up Rick added a set of Holley valve covers that he had painted to match his car. Unlike their previous kit, the new HeartBeat blower will work with the GM valley cover. We didn't have one on hand so we kept the billet plate in place from the previous blower.



The blower intake utilizes reusable GM LSA-style intake gaskets. In fact, we found all of the gaskets, O-rings, brackets, and hoses to be of OEM quality. We would also like to mention that their 71-page, full-color install manual is one of the best ones we've seen.



It was then time for Rick Andrade and Kyle Donohue to set the main intake section in place on the LS3. Oh, make sure that you remove any tape you put over the intake ports on the heads. Believe it or not, it's happened.

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Here you can see how Magnuson optimized the airflow through the unit. The HeartBeat is, like the GM units, driven from the front and exhaust upwards through twin intercooler blocks pushed to the sides. These design changes results in a more efficient and space saving design compared to the older style TVS unit.

The intercooler coolant pump was also an upgrade to what we were running on the older TVS 2300 unit. The new one moves more coolant and we couldn't help but notice the heat sink attached to the bottom. We ended up mounting it in the same location as the previous one. If this was a "from scratch" install it would have been located behind the front fascia near the heat exchanger.



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The reason that the intake is installed without the lid is that the intake bolts reside inside. Needless to say, care has to be taken to make sure none are dropped into the engine. Blue thread locker was used on these fasteners and they were torqued to 106 in-lb. Keep in mind there's a specific torque sequence called for in the instruction manual.

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With the intake bolted down, we could then install the lid. It came with fasteners, but Rick decided to jazz it up (in addition to the custom paint and pinstriping) with some stainless ARP fasteners. Due to the O-ring design they only needed to be torqued to 106 in-lb.

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The HeartBeat kit included eight new high-flow fuel injectors, but to keep our before and after dyno numbers fair we transferred the 65-pound units that were used on the previous blower.



Included in the kit was this OE-looking, cast-aluminum tensioner mount. It's items like this that give the Magnuson unit a nice OE look. The tensioner used is just the stock Camaro part.



We could then install the polished fuel rail. Rick sent the stainless lines out to be polished to match the intercooler hardlines, which also received the same treatment.



We then went about plumbing in all of the other items like the EVAP line, PCV line, and such. We also plugged in all the fuel injectors, coils, and the inlet air temperature sender. When relocated senders are moved too far, Magnuson included pre-cut and ready to go extension harnesses.



Next up was installing all of the included, and for the most part pre-cut, coolant lines. On the blower side they used factory-style push-lock connectors. The new coolant tank had a small overflow barb which, if we had installed the new heat exchanger, would be plumbed down to it. In our case we simply capped it off for now.



The front of the intake was opened up as well and can accommodate anything from stock up to 108mm throttle bodies (with the correct adapter). The larger throttle body's increased efficiency let them make the same power on 2-3 fewer pounds of boost. We kept it simple and just bolted on the stock 90mm Camaro throttle body. To plug it into the harness we used one of the supplied extension harnesses.



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The kit came with parts to mate it to the stock airbox, but our car had a Roto-Fab cold-air intake. We were in luck since Roto-Fab prototyped the correct elbow for this kit and sent one over beforehand.



And just like that, we were done and ready for some tuning. Of course, since we were just swapping blowers our install was easy. Expect a full install from stock to done to take around 10 hours.

By starting from scratch, the engineers at Magnuson were able to come up with a much more efficient design that ended up smaller, lighter, and more efficient than what was previously available.



Dyno air is always pretty good, so the real test came when Rick got the SS back onto the hot summer roads of Arizona. As he told us, "At Magnuson we saw about a 10 degree decrease in IATs and quicker recovery with the HeartBeat in 72-degree temps. Now that we are back in Phoenix in 110-degree temps I am seeing 20-25 degree IAT reduction and substantially quicker recovery times after a full boost pull." As expected, the improved intercooler design in the HeartBeat really shines in real-world driving conditions more so than on static chassis dynos.

SOURCES:

ARP (Automotive Racing Products)
800.826.3045
arp-bolts.com

Holley
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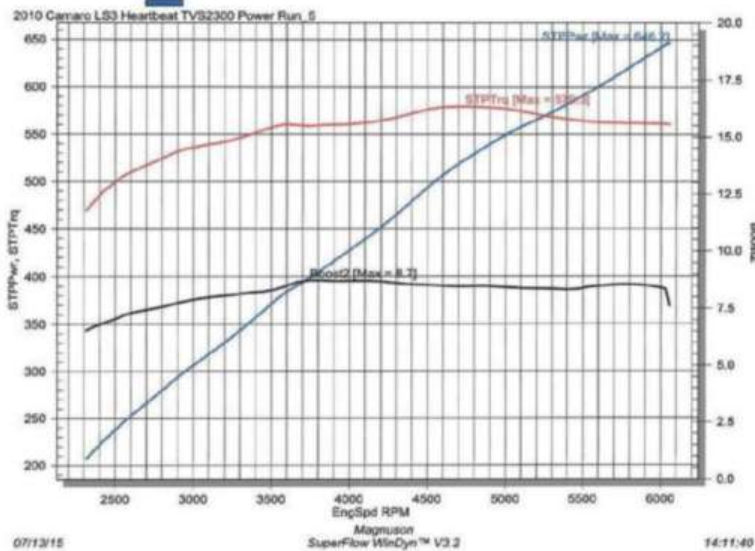
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STP Corrected Wheel Power vs. RPM
2010 Camaro LS3 HeartBeat TVS2300 Power Run_5

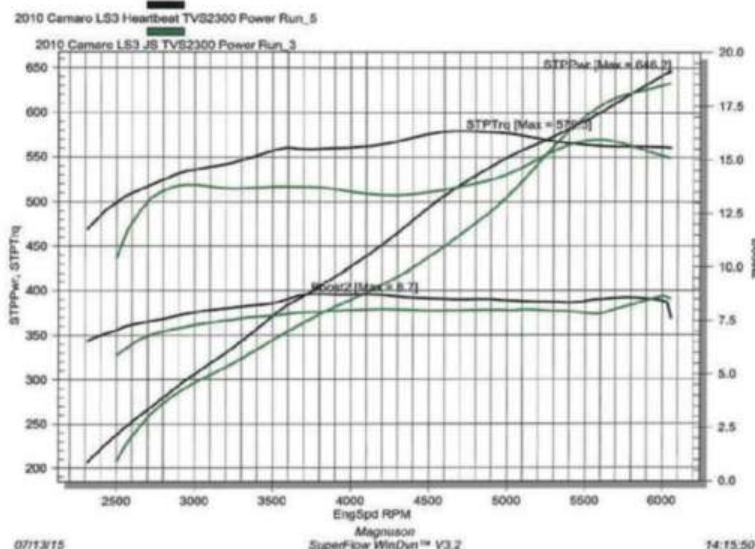


As for the dyno, Rick relayed, "We did this comparison to compare power differences and IAT differences, and between the two Maggie blowers. Both were run with a 3.3-inch pulley, the HeartBeat was run with the available Maggie 3.3-inch and our J&R Performance 3.3-inch GripTec pulley. GripTec (sold through J&R) is a patented technology that prevents belt slip without tearing up the belt. Our base pulls with the TVS netted us 633 whp. Our HeartBeat base netted us 646 whp, and with the GripTec Pulley it bumped us up to 651 whp. All these were done on 91-octane pump gas with the same tune, the only change made was to the MAF readings for the new air intake tube. The TVS supercharger put out 8 psi of boost, the HeartBeat 8.8 psi of boost, 8.9 psi of boost with the GripTec pulley. The car is equipped with a Snow Performance Meth kit, but it wasn't used for this comparison. The only difference in the supercharger kits is the 3.3-inch pulley instead of the stock 3.8-inch pulley. Otherwise this is an off-the-shelf kit. The tuning was done by J&R Performance."

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STP Corrected Wheel Power vs. RPM

2010 Camaro LS3 HeartBeat TVS2300 Power Run_5, 2010 Camaro LS3 JS TVS2300 Power Run_3



But there's more to the performance gain than just peak numbers. As you can see, the new HeartBeat made more power just about everywhere. Boost was also up along the entire pull.

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TUCSON 2015

SUPER CHEVY SHOW DELIVERS HOT & WILD TIMES TO THE ARIZONA DESERT

The word Tucson translated into its Native American tongue means "water at Black Mountain," a reference to a spring below a basalt rock covered hill. But, mention Tucson to any Bow Tie fanatic that made it to the 2015 Super Chevy show held at the Southwestern International Raceway (SWIR) and they'll tell you Tucson translated into Chevy speak means hot and wild Bow Tie action.

It's been a decade since the Super Chevy Show last made an appearance at SWIR, but you wouldn't have known it judging by the excitement of the crowd – it was like the event never left town. The fun took place on May 2-3, 2015 and anywhere one looked, things really started to cook. In one area of the track, the swap meet folks unloaded truck after truck of Bow Tie related goodies for all to pick through and haggle over.

Center stage on the track, every kind of Chevy-powered vehicle took its turn burning down the quarter-mile. It was amazing to see just how fast some of those older cars could run. In the show arena there was a mix of out-of-state and Arizona plates. There was one thing for sure, the guys and gals that like to show and shine their Chevys aren't afraid to drive across state lines to have a good time. 



As if the desert wasn't hot enough, the MavTV jet dragsters shook the tower like a rag doll, smelled the place up like barbeque, and blasted down the strip in 4 seconds at over 300 mph.

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SATURDAY SPECIALTY AWARDS

ISCA Award: Alan Mitchell, 1939 Chevy
Outstanding Engineered: Barry Ellis, 1955 Suburban
Outstanding Paint: Luis Leyva, 1955 Chevy
Outstanding Interior: Ron Greulich, 1969 Camaro
Outstanding Engine: Jason March, 1967 C10 Pickup
Outstanding Stock: Ted Dorman, 1969 Camaro
Outstanding Street: Sharon Zaher, 1964 Corvette
Outstanding Modified: Chuck Coulter, 1972 Suburban
Outstanding Workmanship: Ali & Sam Barajas, 1923 T
Minties Top Dog Award: Dale & Rozanne Buck, 1937 Chevy
DriveDuracell.com Crank it with the CopperTop Award: Dean Newman, Chevy Ambulance
OPGI Original Award: Nancy Camp, 1966 Chevelle
Rock Auto.com Restored Award: Trish Williams, Star Cruiser Dragster

EDITORS SATURDAY PICKS

Spud Hester, 1955 Chevy
Claudia Jimerson, 1966 Impala
Ron Greulich, 1969 Pro Street Camaro
Bill Meyers, 1955 Chevy
David Elmer, 1969 Chevelle Wagon

PRODUCERS PICKS

Jim Lippert, 1967 Nova
Claudia Jimerson, 1966 Impala
Chuck Coulter, 1972 Suburban
Thom McDonald, 1950 Pickup
Mark & Brenda Greenwell, Dragon Wagon
Barry Ellis, 1955 Suburban

SUNDAY AWARDS

SUNDAY EDITORS PICKS

Kevin Murray, 1987 C10 Pickup
Alan Mitchell, 1939 Chevy
William Adams, 1998 Camaro
Ted Dorman, 1969 Camaro
Herb & Diana Santa Maria, 1965 Impala



Here's Ron Ward's Urban Legend, a 1959 Corvette from Hanford, California. Ron has been drag racing since he was 17 years old and, when he isn't racing, likes to eat Italian food and listen to heavy-metal music.

SUNDAY CLASS AWARDS

BIG CAR 1958-1989

Winner (Street):
Herb & Diana Santa Maria, 1965 Chevy
Winner (Modified):
Claudia Jimerson, 1966 Chevy

CAMARO 1967-1969

Outstanding (Stock):
Ted Dorman, 1969 Camaro
Winner (Stock):
Ted Dorman, 1969 Camaro
Outstanding (Street):
Christine Dickens, 1968 Camaro
Winner (Street):
Mike Weakley, 1969 Camaro

CAMARO 1970-1981

Outstanding (Street):
Richard Cummings, 1973 Camaro
Winner (Street): Carlos & Stephanie
Fernandez, 1971 Camaro

CAMARO 1982-1992

Winner (Street):
Rod Loveless, 1983 Camaro

CAMARO 1993 AND NEWER

Winner (Stock):
Steve Willis, 2012 Camaro
Outstanding (Street):
Walter Mittendorf, 2012 Camaro
Winner (Street):
Jennifer Niles, 2012 Camaro
Winner (Modified):
Bill Luria, 2012 Camaro

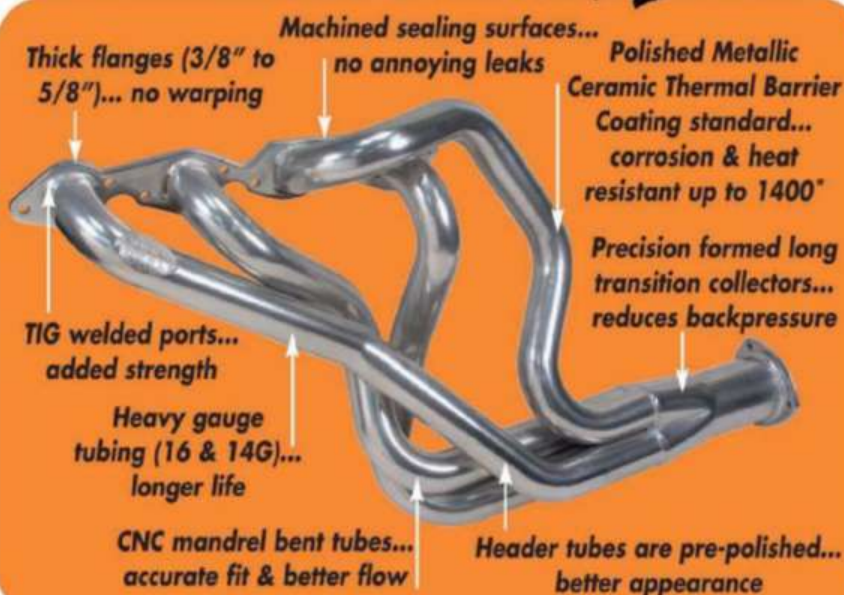
CHEVELLE 1964-1967

Outstanding (Street):
Tom & Kristine Weakley, 1965 Chevelle
Winner (Street):
Dean Sandvold, 1966 Malibu
Outstanding (Modified):
William Rivas, 1964 Chevelle
Winner (Modified):
David Sanchez, 1967 Chevelle

CHEVELLE 1968 AND NEWER

Winner (Stock):
Richard Langowski, 1968 Chevelle
Winner (Street):
Rick Roscoe, 1970 Chevelle
Winner (Modified):
Glenn Dickens, 1971 Chevelle

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'39-'41 Pictured '49-'54 Pictured

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CORVETTE 1953-1967

Winner [Street]:
Sharon Zaher, 1964 Corvette

CONVERSION 1900-1948

Winner [Modified]:
Ali & Sam Barajas- 1923 T

CONVERSION 1949 AND NEWER

Outstanding [Modified]:
Ricky Maracigan, 1977 Datsun
Winner [Modified]:
Donna Gerstel, 1978 Datsun

EARLY CHEVY 1936-1948

Outstanding [Modified]:
Bryan Gillmore, 1948 Chevy
Winner [Modified]:
Dale & Rozanne Buck, 1937 Chevy

EL CAMINO

Outstanding [Street]:
Larry Murray, 1979 El Camino
Winner [Street]:
Ron Palmer, 1965 El Camino

55-56-57 CHEVY

Outstanding [Street]:
Dean & Joy Booher, 1957 Chevy
Winner [Street]:
Roy Hester, 1957 Chevy
Winner [Modified]:
Spud Hester, 1955 Chevy

MONTE CARLO

Winner [Street]:
Chris Ingram, 2004 Monte Carlo
Winner [Modified]:
Steve English, 1985 Monte Carlo

Moser, Hughes, and MSD were amongst some of the stickers gracing the flanks of this blown Nova.

NOVA 1962-1967

Winner (Stock):
Judy Lippert, 1966 Nova

Winner (Street):
Jim Lippert, 1966 Nova

NOVA 1968 AND NEWER

Winner (Street):
Bob Santa Maria, 1969 Nova

OPEN

Outstanding (Street):
Marvin Wolfmier, 1973 Vega

Winner (Street):
Jesus Castro, 2008 Cobalt

Outstanding (Modified):
Steve Miranda, 1949 GMC Bus

Winner (Modified):
Mark & Brenda Greenweth, 1966 Van

PRO STREET

Outstanding (Modified):
Jessica Loya, 1973 Nova

Winner (Modified):
Ron Greulich, 1969 Camaro

TRUCK 1949-1972

Winner (Modified):
Jimmy Verdygo, 1970 Chevy



William Adams won Editor's Choice with his 1998 fourth-gen Camaro, that's his lovely girlfriend snapping a shot of him with the trophy.

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TRUCK 1973-1987

Winner (Street):
Kevin Murray, 1987 Chevy

TRUCK 1988 AND NEWER

Winner (Street):
Dennis Jenkins, 2006 Chevy

SUV 2 WHEEL DRIVE

Outstanding (Modified):
Terry Markley, 1982 Blazer
Winner (Modified):
Chuck Coulter, 1972 Suburban

FULL SIZE 4X4

Winner (Modified):
Scott Niles, 2004 Chevy

SUV 4 WHEEL DRIVE

Winner (Modified):
Mark & Brenda Greenwell, 1999 Suburban

NOSTALGIA ROD

Winner (Modified):
Darcy Weidexbach, 1932 Chevy

NOSTALGIA GASSERS

Outstanding (Modified):
Ben & Rose Sanchez, 1966 Nova
Winner (Modified):
Alan Mitchell, 1939 Chevy



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Winner: Ron Ward,
0.034 RT, 7.606 @ 181.11 mph

Runner-Up: Andy Mears,
0.109 RT, 7.552 @ 182.33 mph

Top mph: Pat Neal,
197.02 mph

Low e.t.: Pat Neal,
7.108 sec.

Number One qualifier:
Lyle Byrum, 7.514

CADILLAC

Winner (Modified):
Chris "Ray" Ramey, 1962 Cadillac

PONTIAC

Winner (Modified):
Jennifer Niles, 2006 GTO

BEST IN CLASS AWARDS

Big Car: Claudia Jimerson, 1966 Impala

Camaro: Steve Willis, 2012 Camaro

Chevelle: Glen Dickens, 1971 Chevelle

Corvette: Sharon Zaher, 1964 Corvette

55-56-57: Spud Hester, 1955 Chevy

Early Chevy: Bryan Gillmore, 1948 Chevy

Conversion: Ali & Sam Barajas, 1923 T

Pro Street: Ron Greulich, 1969 Camaro

El Camino: Larry Murray, 1979 El Camino

Nova: Jim Lippert, 1966 Nova

Monte Carlo:

Steve English, 1985 Monte Carlo

Open: Mark & Brenda Greenwell,
1966 Van

Truck: Chuck Coulter,
1972 Suburban

Award of Excellence:

Dale & Rozanne Buck, 1937 Chevy

Best of Show: Jim Lippert, 1967 Nova



SUNDAY BRACKET RESULTS

STREET ET	NAME	R.T.	DIAL/INDEX	E.T.
Winner	Dennis Ward	.111	17.08	17.094
Runner-Up	Jim Peterson	.103	11.19	11.215

BOX	NAME	R.T.	DIAL/INDEX	E.T.
Winner	Brian Lopez	.011	9.99	10.007
Runner-Up	Robert Hall	.014	9.22	9.239

NO BOX	NAME	R.T.	DIAL/INDEX	E.T.
Winner	Chuck Sorrensen	.077	11.10	11.213
Runner-Up	Ken Passerby	.010	11.57	12.057

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This gasser Nova was all the rage with uncorked fender-exit headers and a tunnel-ram.



Above: The Revell "Make 'n Take" got things going for the big and little kids in the crowd. The winning entry featured a chopped top with a lowered stance thanks to bent axles.



Left : Mark and Brenda Greenwell's Chevy Van featured Frazetta style airbrush work by Airwolf.





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1 1957 BEL AIR

QUICK TAKE: Going right over the top from the get-go, Johnny Pappas christened his 1957 Chevy Bel Air "Belle" and didn't stop its complete restoration until the Sierra Gold five-seven now spends its weekends sucking up Best of Show trophies at every show she goes to.

2 1969 MALIBU SS

QUICK TAKE: Nick Moscato's 1969 Chevelle has a ZZ502 crate engine with a five-speed Tremec transmission and four-wheel disc brakes for stopping power. Cold air from a Vintage Air unit keeps him cool as he rolls on Billet Specialties 17x8 Daggers wheels.

3 1992 Z28

QUICK TAKE: Pastor Abe Braun lives in Grande Prairie, Alberta, Canada. His 1992 Z28 convertible runs a 5.0-liter V-8 with a five-speed manual trans. Although the long winters mean that enjoyment is limited, Abe gets out in the car as much as he can.

4 1985 C10

QUICK TAKE: A hard-core daily-driver, Steven Smith says his 1985 Chevy C10 shortbed Fleetside pick-'em-up truck has been lowered 3 inches in the rear and 4 inches up front. Underhood, a 350 with a 0.040 overbore, is mated to a 700-R4 automatic and 12-bolt with 3.42 rearend gears.

5 1964 CHEVY II

QUICK TAKE: Andrew's dad gave him this 1964 Chevy II Nova in 2006. It was given to his dad from his twin aunts. "It's a great cruiser that gets heads turning everywhere it goes. I'm planning on fully restoring it, but going to keep it as close to stock as possible."



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6 1964 CHEVY II NOVA

QUICK TAKE: Kenny Lohmeyer found his 1964 Chevy II Nova in a barn in south central Washington state. It has a 468 big-block with a built TH400, 3.73 gears, and a 4-inch dropped straightaxle. Kenny says he calls it II Much.

7 1965 IMPALA

QUICK TAKE: James Alexander's 1965 Impala was a project that took 15-plus years to complete. James told us "The grandest visions can be achieved with patience and perseverance - nothing is out of reach." Wise words, and a beautiful car.

8 1988 CAMARO

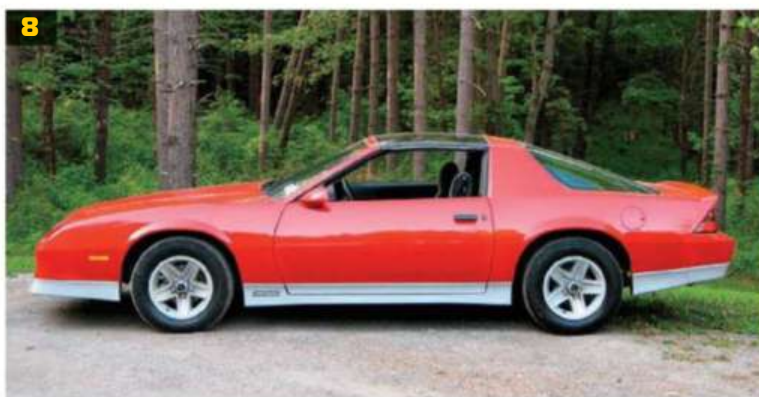
QUICK TAKE: Seth De Graff from Burnt Hills, New York, says his 1988 Camaro "Is about as stock as it was sold back when it was new. It is an automatic, TBI V-8 with T-Tops and still uses the original R12 air conditioning. We bought it locally with about 85,000 miles and it just turned 100,000 miles." It's never driven in the winter, only the summer.

9 1955 BEL AIR

QUICK TAKE: George Barby guesses the 572 under the hood of his '55 puts out 650 horsepower. The trans is a 700-R4 with paddle shifters on the steering wheel. The chassis is a complete Art Morison with a Fab9 rearend on coilovers. A Hydra-tech booster assists the Wilwood six-piston calipers with 14-inch rotors in front and four-piston calipers with 12-inch rotors in rear. The wheels measure 18 inches in front and 20 in the rear.

10 1971 MONTE CARLO

QUICK TAKE: Roger Acquistapace bought his Monte brand new and has been working on it for 15 years. Under the hood is a 355 with EFI that puts out 430 horsepower at the crank. A 4L60E and 3.73 rearend with posi complete the drivetrain. It has a full TMI interior and American mags bought in 1966.



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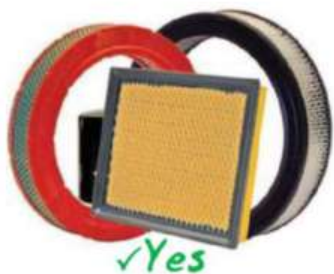
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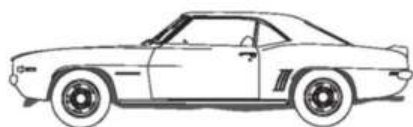
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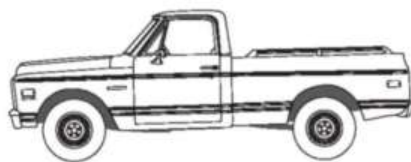
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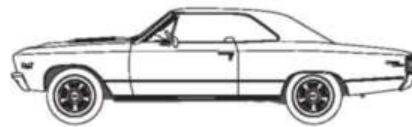
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